

Sunday, October 28, 2018

0000-0400 Vessel underway in the South China Sea in MODSTM on voyage 18-18. Steering 090 PGC, 091 PSC as before in hand with starboard steering unit engaged. Online: BME at 50% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -8(H). Captain Garth Kirk in command of 18 CIVMAR Office CIVMARS, 4 Riders, and 2 Cadets for a total of 88 souls onboard. On watch: (b)(3); (b)(6) with (b)(3); (b)(6) and (b)(3); (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0018 C/C 020 PGC for MODLOC. 0030 Helmsman reports inability to determine magnetic compass heading due to light failure, Captain informed. 0042 W/O Completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0106 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0220 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0320 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. As watch ends vessel experiencing light S'ly sea and swells, cloudy skies with occasional showers, and light N'ly breeze. 0350 (b)(3); (b)(6) properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 28, 2018 04:00

0400-0800 Vessel is underway as before steering course 020° PGC, 019° PSC in hand steering on starboard steering unit with BME at 50%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0436 C/C to 200° PGC, 204° PSC to remain within the MODLOC. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0555 Sunrise. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a gentle ENE'ly breeze under overcast skies with good visibility. 0745 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 28, 2018 08:00

0800-1200 Vessel is underway as before steering course 200° PGC, 204° PSC in hand steering on port steering unit with 50% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 0829 C/C 018 PGC, 020 PSC. 0948 Completed all hands Damage Control and Collision Drill from 0906-0948 IAW COMSC 3121.9(5-3-3-g). Team Leaders took accurate muster and conducted shoring training with Repair and Zone teams. 1115 (b)(3); (b)(6) reported SWB exchange completed for FP at posit 13-24.0' N, 119-08.0' E. (b)(3); (b)(6) 1126 C/C 185 PGC, 189 PSC. 1130 (b)(3); (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in slight seas with a gentle NNE'ly breeze under partly cloudy skies with good visibility. 1139 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 28, 2018 11:39

1200-1600 Vessel underway in MODLOC in the South China Sea steering 185 PGC, 189 PSC in hand steering on the starboard steering unit with 50% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating as helmsman, rover, and lookout. 1200 SAT Test of the Ships whistle and

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General Alarm. WTD closed from the bridge. 1215 Switch to Port Steering Unit. 1216 Captain on the bridge. 1218 C/C 110 PGC, 117 PSC 1221 I/S 55% on BME. 1252 C/C 230 PGC, 230 PSC. 1300 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1304 I/S 59% on BME. 1420 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1450 I/S 64% on BME. 1455 I/S 68% on BME. 1515 C/C 255 PGC, 256 PSC for track maintenance. 1520 I/S 73% on BME. 1530 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1531 Load Sensitivity changed to Rough. As watch ends vessel riding moderate seas and swells under mostly cloudy skies with occasional showers, and light N'ly breeze. 1555 (b)(3); (b)(6) properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 28, 2018 16:00

1600-2000 Vessel is underway as before steering course 255° PGC, 256° PSC in hand steering on port steering unit with BME at 73%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1627 (b)(3); (b)(6) at conn for supper relief. 1650 (b)(3); (b)(6) at conn. 1743 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1900 I/S to 76% BME. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a strong NNE'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 28, 2018 20:00

2000-2400 Vessel is underway as before steering course 259° PGC, 259° PSC in hand steering on port steering unit with 76% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) 2027 D/S 74%. 2105 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2220 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2233 C/C 270 PGC, 273 PSC. 2315 C/C 295 PGC, 300 PSC. 2330 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2335 C/C 255 PGC, 256 PSC. As Watch ends, the vessel is in moderate seas with a moderate NE'ly breeze under partly cloudy skies with good visibility. 2340 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 28, 2018 23:40

Approved on Monday, November 19, 2018 17:49 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Monday, October 29, 2018

0000-0400 Vessel underway in the South China Sea on voyage 18-18. Steering 255 PGC, 256 PSC as before in hand with the port steering unit engaged. Online: BME at 74% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -8(H). Captain Garth Kirk in command of 18 CIVMAR Officers, 64 CIVMARs, 4 Riders and 2 Cadets for a total of 88 souls onboard. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0030 A/C 245 PGC, 245 PSC for traffic avoidance. 0045 C/C 255 PGC, 256 PSC for track maintenance. 0100 (b)(3); (b)(6) completes rounds of the vessel, discrepancies noted for corrective action. 0152 C/C 258 PGC, 259 PSC for track maintenance. 0200 W/O Completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0220 (b)(3); (b)(6) completes rounds of the vessel, discrepancies noted for corrective action. 0330 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. As Watch ends, the vessel is in moderate seas with a moderate NE'ly breeze under mostly cloudy skies with good visibility. 2348 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 29, 2018 04:00

0400-0800 Vessel is underway as before steering course 254° PGC, 253° PSC in hand steering on port steering unit with BME at 74%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0612 Sunrise. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0628 Azimuth of sun observed on port repeater. Gyro error determined to be 0.7°W. As the watch ends the vessel is in a moderate sea with a strong NNE'ly breeze under overcast skies with good visibility. 0745 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 29, 2018 08:00

0800-1200 Vessel is underway as before steering course 260° PGC, 260° PSC in hand steering on port steering unit with 74% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 0812 C/C 264 PGC, 265 PSC. 0851 C/C 234 PGC, 232 PSC. 0929 C/C 232 PGC, 230 PSC. 0954 Afloat Training Team West (ATT-W) conducted the bi-monthly Confined Space Rescue drill and the quarterly Fall Protection Rescue drill IAW SMS Procedure 2.1-014-ALL from 0800-0954. 23 participants for a total of 43.7 m/hr. 1100 (b)(3); (b)(6) reported SAT monthly inspection on starboard and port RHIB's from (0900-1100) IAW 46 CFR 199.175, discrepancies noted. 1106 C/C 229 PGC, 230 PSC. 1130 (b)(3); (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in moderate seas with a strong NNE'ly breeze under partly cloudy skies with good visibility. 1140 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 29, 2018 11:40

1200-1600 Vessel underway in the South China Sea steering 232 PGC, 230 PSC in hand steering on the port

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steering unit with 74% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6) and (b)(3); (b)(6) rotating as helmsman, rover, and lookout. 1200 SAT Test of the Ships whistle and General Alarm. WTD closed from the bridge. 1300 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1315 Helm switched to starboard steering unit. 1326 A/C 260 PGC for traffic avoidance. 1340 C/C 227 PGC, 225 PSC for track maintenance. 1420 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1424 C/C 224 PGC, 224 PSC for track maintenance. 1530 (b)(3); (b)(6) completes rounds of the vessel, discrepancies noted for corrective action. As the watch ends the vessel is in a moderate sea with a strong N'ly breeze under mostly cloudy skies with good visibility. 1548 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 29, 2018 16:00

1600-2000 Vessel is underway as before steering course 224° PGC, 224° PSC in hand steering on starboard steering unit with BME at 74%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1630 Afloat Training Team-West (ATT-W) conducted Fall Protection - Authorized Person/End User training from 1300-1630 IAW SMS procedure 2.1-014-ALL. 33 participants for a total of 82.5 m/hr. 1654 (b)(3); (b)(6) at conn for supper relief. 1720 (b)(3); (b)(6) at conn. 1810 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a strong NNE'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 29, 2018 20:00

2000-2400 Vessel is underway as before steering course 225° PGC, 223° PSC in hand steering on port steering unit with 74% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 2105 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2157 C/C 182 PGC, 182 PSC. 2215 C/C 180 PGC, 181 PSC. 2220 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2256 Duty Engineer (b)(3); (b)(6) reported commencing rounds in Engine Room. 2320 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2327 C/C 181 PGC, 183 PSC. As Watch ends, the vessel is in moderate seas with a strong NNE'ly breeze under partly cloudy skies with good visibility. 2340 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

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Approved on Monday, November 19, 2018 17:50 by Kirk, Garth
Reviewer's Comments

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Reviewed By

Date

Approved By

Date

Tuesday, October 30, 2018

0000-0400 Vessel underway in the South China Sea on voyage 18-18. Steering 181 PGC, 181 PSC as before in hand with the starboard steering unit engaged. Online: BME at 74% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -8(H). Captain Garth Kirk in command of 18 CIVMAR Officers, 64 CIVMARs, 4 Riders, and 2 Cadets for a total of 88 souls onboard. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 2358 Duty Engineer reports rounds complete in the engine room; engine room unmanned. 0040 A/C 173 PGC, 173 PSC for traffic avoidance. 0050 C/C 177 PGC, 179 PSC for track maintenance. 0100 W/O Completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0106 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0215 C/C 179 PGC, 180 PSC for track maintenance. 0220 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0330 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. As the watch ends the vessel is in a moderate seas with a strong NNE'ly breeze under partly cloudy skies with good visibility. 0345 (b)(3); (b)(6) properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 30, 2018 04:00

0400-0800 Vessel is underway as before steering course 179° PGC, 178° PSC in hand steering on starboard steering unit with BME at 74%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0501 C/C to 168° PGC, 170° PSC as per charted track line. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0622 Sunrise. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a strong NNE'ly breeze under overcast skies with good visibility. 0745 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 30, 2018 08:00

0800-1200 Vessel is underway as before steering course 169° PGC, 171° PSC in hand steering on starboard steering unit with 74% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 0900 (b)(3); (b)(6) reported completion of Bi-Weekly Safety Meeting from 0800-0900 with Supply Department. Training consisted of Shipboard egress, safe routes, athletic safety, and PPE during RAS. 19 personnel present for 19.0 M/Hrs. 1010 C/C 168 PGC, 171 PSC. 1101 D/S 67%. 1139 C/C 167 PGC, 170 PSC. 1130 (b)(3); (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in moderate seas with a moderate ENE'ly breeze under partly cloudy skies with good visibility. 1145 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 30, 2018 12:00

1200-1600 Vessel underway in the South China Sea steering 167 PGC, 170 PSC in hand steering on the starboard steering unit with 67% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6).

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(b)(3); (b)(6) rotating as helmsman, rover, and lookout. 1200 SAT Test of the Ships whistle and General Alarm. WTD closed from the bridge. 1215-1225 W/O conducts training on Professional Standards of Conduct with 4 Personnel in attendance for a total of 1 Man Hour. 1304 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1324 Switch to Port Steering Unit. 1415 A/C 175 PGC, 178 PSC for traffic avoidance. 1420 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1454 C/C 175 PGC, 178 PSC for traffic avoidance. 1533 C/C 130 PGC, 135 PSC for track maintenance. As Watch ends, the vessel is in slight to moderate seas with a light N'ly breeze under partly cloudy skies with good visibility. 1545 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 30, 2018 16:00

1600-2000 Vessel is underway as before steering course 130° PGC, 135° PSC in hand steering on port steering unit with BME at 67%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1630 R/S to 57% BME. 1700 (b)(3); (b)(6) at conn for supper relief. Commenced hot work in 06 level fan room to repair air handler fan IAW SMS Checklist 2.1-010-01-ALL, Hot Work Permit. 1721 (b)(3); (b)(6) at conn. 1810 C/C to 098° PGC, 095° PSC to maneuver for traffic. 1854 C/C to 125° PGC, 127° PSC to return to track line. 1814 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1942 I/S to 74% BME. (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a moderate N'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 30, 2018 20:00

2000-2400 Vessel is underway as before steering course 125° PGC, 127° PSC in hand steering on port steering unit with 74% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 1955 C/C 120 PGC, 122 PSC. 2000 Afloat Training Team-West (ATT-W) conducted Ship's Reaction Force (SRF) training in the forward crew's mess from 0800-1200, 1300-1700, and 1730-2000 IAW COMSCINST 5530.3 (SERIES). 21 participants for a total of 220.5 m/hrs. 2018 C/C 118 PGC, 120 PSC. 2037 C/C 075 PGC, 077 PSC. 2052 C/C 072 PGC, 075 PSC. 2105 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2202 C/C 084 PGC, 086 PSC. 2220 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2229 C/C 023 PGC, 025 PSC. 2257 C/C 020 PGC, 022 PSC. 2320 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2330 C/C 023 PGC, 025 PSC. As Watch ends, the vessel is in moderate seas with a light N'ly breeze under partly cloudy skies with good visibility. 2340 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 30, 2018 23:59

Approved on Monday, November 19, 2018 17:50 by Kirk, Garth
Reviewer's Comments

Tuesday, October 30, 2018

Reviewed By	Date	Approved By	Date
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Wednesday, October 31, 2018

000-0400 Vessel underway in the South China Sea on voyage 18-18. Steering 023 PGC, 025 PSC as before in hand with the port steering unit engaged. Online: BME at 74% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -8(H). Captain Garth Kirk in command of 18 CIVMAR Officers, 64 CIVMARs, 4 (b)(3); (b)(6) and 2 Cadets for a total of 88 souls onboard. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0015 C/C 020 PGC for track maintenance. 0100 W/O Completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0106 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0140 C/C 022 PGC for track maintenance. 0224 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0330 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. As Watch ends, the vessel is in smooth seas with a light NE'ly breeze under partly cloudy skies with good visibility. 0345 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 31, 2018 04:00

0400-0800 Vessel is underway as before steering course 022° PGC, 026° PSC in hand steering on port steering unit with BME at 74%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0506 C/C to 055° PGC, 053° PSC as per charted track line. Commenced sounding sound signals for restricted visibility due to rain squall. 0510 Ceased sounding sound signals for restricted visibility. 0610 Sunrise. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a moderate N'ly breeze under partly cloudy skies with good visibility. 0745 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 31, 2018 08:00

(b)(3); (b)(6); (b)(7)(F)

(b)(3); (b)(6) 1000 (b)(3); (b)(6) reported completion of Annual Lifeboat and RHIB services. Fuel Oil was changed out for lifeboats 1,2,3, and 4 on 10OCT2018. IAW CFR 199.190.(f)(1). 1026 C/C 057 PGC, 055 PSC. 1130 (b)(3); (b)(6) completed rounds about the vessel; all secure. 1136 C/C 055 PGC, 053 PSC. As Watch ends, the vessel is in slight seas with a light N'ly breeze under cloudy skies with good visibility. 1145 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 31, 2018 12:00

Wednesday, October 31, 2018

1200-1600 Vessel underway in the South China Sea steering 055 PGC, 053 PSC in hand steering on the port steering unit with 74% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating (b)(3); (b)(6), (b)(7)(F)

(b)(3); (b)(6) WTD closed from the bridge. 1220 A/C 070 PGC, 070 PSC for traffic avoidance. 1248 C/C Vessel transits WP #4. 1254 C/C 065 PGC, 065 PSC for track maintenance. 1302 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1345 C/C 070 PGC, 070 PSC for track maintenance. 1440 C/C 068 PGC, 068 PSC for track maintenance. 1518 A/C 063 PGC, 063 PSC for traffic avoidance. 1540 C/C 072 PGC, 072 PSC for track maintenance. As Watch ends, the vessel is in smooth seas with a light NW'ly breeze under partly cloudy skies with good visibility. 1545 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

October 31, 2018 16:00

1600-2000 Vessel is underway as before steering course 072° PGC, 072° PSC in hand steering on port steering unit with BME at 74%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1630 Ship's Master reports: Master's Monthly Staff and Safety Council Meeting conducted from 1515 to 1620. 9 personnel participated for 9.7 man hours. 1648 Captain on bridge. 1658 I/S to 79% BME. 1700 Commenced eastbound transit of Balabac Strait in position L 7° 36.1'N, LON 116° 21.9'E. (b)(3); (b)(6) at conn for supper relief. 1720 (b)(3); (b)(6) at conn. 1730 Security Detail manned and ready for Balabac Strait Transit. (b)(3); (b)(6) in ERC for Balabac Strait Transit. 1752 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1816 C/C to 044° PGC, 040° PSC as per charted track. 1836 Captain below. 1850 C/C to 015° PGC, 012° PSC as per charted track. 1900 Lumbucan Isl abeam to starboard. 1918 Comiran Isl. abeam to starboard. C/C to 064° PGC, 064° PSC as per charted track. 1936 Roughton Isl. abeam to port. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a smooth sea with a gentle NW'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

October 31, 2018 20:00

2000-2400 Vessel is underway as before steering course 064° PGC, 062° PSC in hand steering on port steering unit with 79% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 2023 C/C 050 PGC, 048 PSC. 2110 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2127 C/C 089 PGC, 095 PSC. 2147 C/C 080 PGC, 084 PSC. 2218 C/C 064 PGC, 064 PSC. 2220 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2230 Secured Security Detail for Balabac Strait Transit. 2246 D/S 74%. 2253 D/S 66%. 2313 D/S 59%. 2325 D/S 57%. 2326 C/C 062 PGC, 061 PSC. 2330 (b)(3); (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in slight seas with a light SSE'ly breeze under partly cloudy skies with good visibility. 2345 Watch Officer properly relieved by (b)(3); (b)(6).

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Wednesday, October 31, 2018

(b)(3); (b)(6)

October 31, 2018 23:59

Approved on Monday, November 19, 2018 17:50 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Thursday, November 01, 2018

0000-0400 Vessel underway in the Eastern Reaches of the Balabac Strait on voyage 18-18. Steering 062 PGC, 061 PSC as before in hand with the port steering unit engaged. Online: BME at 57% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -8(H). Captain Garth Kirk in command of 18 CIVMAR (b)(3); (b)(6)s, 64 CIVMARS, 4 Riders, and 2 Cadets for a total of 88 souls onboard. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). C/C 033 PGC, 030 PSC for WP 11. 0100 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0100 W/O Completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11 (b)(3); (b)(6). 0120 C/C 035 PGC, 032 PSC for track maintenance. 0208 I/S 58% on BME. 0224 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0254 I/S 59% on BME. 0320 C/C 017 PGC, 015 PSC for WP 12. 0330 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0330 D/S 58% on BME. As Watch ends, the vessel is in smooth seas with a light SSW'ly breeze under partly cloudy skies with good visibility. 0345 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 01, 2018 04:00

0400-0800 Vessel is underway as before steering course 017° PGC, 015° PSC in hand steering on port steering unit with BME at 58%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0406 R/S to 57% BME. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0524 Captain on bridge. 0545 Established communications with sailing vessel "SAY WHEN" on VHF Ch. 16. 0554 Sunrise. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0552 (b)(3); (b)(6) manning ERC. 0602 R/S to 62% BME. 0605 R/S to 50% BME. 0606 R/S to 40% BME. 0607 R/S to 20% BME. 0612 Set Small Boat Detail & Modified Manuevering Detail. Rendezvous with sailing vessel "SAY WHEN" steering various courses and speeds to conduct PAX Transfer Operations. 0617 Stopped PME. I/S to 25% SME. 0618 I/S to 10% PME. R/S to 10% SME. 0621 I/S to 15% BME. 0623 R/S to 11% BME. 0632 Sailing vessel "SAY WHEN" alongside to port. Sea painter passed. 0639 R/S to 0% BME. 0643 "SAY WHEN" made fast alongside to port. 0644 First PAX on ladder. DCO Billet T-1, (b)(3); (b)(6) departed the vessel bag and baggage. DCO Billet T-2, (b)(3); (b)(6) departed the vessel bag and baggage. DCO Billet T-3, (b)(3); (b)(6) departed the vessel bag and baggage. ET Billet 335-01 (b)(3); (b)(6) departed the vessel on Ship's Leave. 3A/E Billet 307-1 (b)(3); (b)(6) departed the vessel bag and baggage. 0716 All lines cast off "SAY WHEN". "SAY WHEN" safely away to port. 0719 I/S to 40% BME. 0720 Secured Small Boat Detail & Modified Manuevering Detail. 0721 C/C to 094° PGC, 098° PSC as per charted track. 0726 I/S to 50% BME. 0727 I/S to 60% BME. 0730 Captain below. 0733 I/S to 65% BME. 0738 I/S to 67% BME. As the watch ends the vessel is in a smooth sea with a moderate SW'ly breeze under partly cloudy skies with good visibility. 0745 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 01, 2018 08:00

0800-1200 Vessel is underway as before steering course 094° PGC, 098° PSC in hand steering on port

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steering unit with 67% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 0850 C/C 096 PGC, 101 PSC. 0903 I/S 74%.

1005 C/C 097 PGC, 102 PSC. 1025 C/C 095 PGC, 100 PSC. 1130 C/C 098 PGC, 104 PSC. 1135 (b)(3); (b)(6) (b)(3); (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in slight seas with a light S'ly breeze under partly cloudy skies with good visibility. 1145 Watch Officer properly relieved by (b)(3); (b)(6) (b)(3); (b)(6)

(b)(3); (b)(6)

November 01, 2018 12:00

1200-1600 Vessel underway in the Sulu Sea steering 098 PGC, 104 PSC in hand steering on the port steering unit with 74% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating as helmsman, rover, and lookout. 1200 SAT Test of the Ships whistle and General Alarm. WTD closed from the bridge. 1220 C/C 197 PGC, 102 PSC for track maintenance. 1300 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1306 C/C 099 PGC, 104 PSC for track maintenance. 1340 C/C 097 PGC, 102 PSC for track maintenance. 1330 Switch to Starboard Steering Unit. 1425 C/C 103 PGC, 109 PSC for WP. 1443 D/S 67% on BME. 1452 D/S 60% on BME. 1500 D/S 50% on BME. 1514 D/S 45% on BME. 1521 Load Sensitivity Switched to NORMAL. As the watch ends the vessel is in a smooth seas with a calm NE'ly breeze under partly cloudy skies with good visibility. 1545 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 01, 2018 16:00

1600-2000 Vessel is underway as before steering course 103° PGC, 109° PSC in hand steering on starboard steering unit with BME at 45%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1600 MSO reported that the "Monthly Sanitation Inspection of all galley spaces was conducted with discrepancies noted for correction. 1654 (b)(3); (b)(6) at conn for supper relief. 1724 (b)(3); (b)(6) at conn. 1730 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1818 C/C to 145° PGC, 148° PSC to maneuver for traffic. 1820 I/S to 55% BME. 1823 I/S to 60% BME. 1828 I/S to 65% BME. 1830 C/C to 100° PGC, 102° PSC to steer for next waypoint. 1833 I/S to 67% BME. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a smooth sea under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

(b)(3); (b)(6)

November 01, 2018 20:00

2000-2400 Vessel is underway as before steering course 102° PGC, 107° PSC in hand steering on starboard steering unit with 67% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 2035 C/C 100 PGC, 106 PSC. 2110 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2143 C/C 102 PGC, 108 PSC. 2219 C/C 099 PGC, 104 PSC. 2220 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2242 C/C 104 PGC, 111 PSC. 2301 (b)(3); (b)(6) reported commencing rounds in Engine Room. 2330 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2340 C/C 092 PGC, 096 PSC. As Watch ends, the vessel is in slight seas with a gentle NE'ly breeze under partly cloudy skies with good

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visibility. 2345 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 01, 2018 23:59

Approved on Monday, November 19, 2018 17:51 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Friday, November 02, 2018

0000-0400 Vessel underway in the South China Sea on voyage 18-18. Steering 092 PGC, 095 PSC as before in hand with the starboard steering unit engaged. Online: BME at 67% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -8(H). Captain Garth Kirk in command of 17 CIVMAR Officers, 63 CIVMARs, 1 Rider, and 2 Cadets for a total of 83 souls onboard. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 2350 A/C 090 PGC, 093 PSC for traffic avoidance. 0008 A/C 100 PGC, 105 PSC for traffic avoidance. 0025 C/C 090 PGC, 093 PSC for track maintenance. 0100 W/O Completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0105 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0206 C/C 059 PGC, 057 PSC for WP. 0220 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0306 C/C 062 PGC, 060 PSC for track maintenance. As the watch ends the vessel is in a slight sea with a light NW'ly breeze under partly cloudy skies with good visibility. 0345 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 02, 2018 04:00

0400-0800 Vessel is underway as before steering course 062° PGC, 060° PSC in hand steering on starboard steering unit with BME at 67%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0532 Sunrise. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a fresh NW'ly breeze under cloudy skies with good visibility. 0745 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 02, 2018 08:00

0800-1200 Vessel is underway as before steering course 063° PGC, 061° PSC in hand steering on starboard steering unit with 67% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 0752 C/C 060 PGC, 059 PSC. 0833 I/S 74 %. 0841 I/S 78%. 0849 I/S 80%. 0922 C/C 065 PGC, 066 PSC. 0915 Security Detail manned and ready for Surigao Strait transit. 0950 C/C 003 PGC, 002 PSC. 0955 Commenced Surigao Strait Transit. Position: 09-52.6' N, 125-22.8' E. 1018 C/C 355 PGC, 354 PSC. 1022 C/C 001 PGC, 000 PSC. 1034 C/C 005 PGC, 004 PSC. 1127 C/C 003 PGC, 002 PSC. 1135 (b)(3); (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in slight seas with a fresh N'ly breeze under cloudy skies with good visibility. 1145 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 02, 2018 12:00

1200-1600 Vessel underway in the Suragao Strait steering 098 PGC, 104 PSC in hand steering on the port steering unit with 80% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating as helmsman, rover, and lookout. 1148 Switch to Port Steering Unit. 1200 SAT Test of the Ships

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whistle and General Alarm. WTD closed from the bridge. 1212 C/C 097° PGC, 103 PSC for track maintenance. 1252 C/C 095 PGC, 100 PSC for track maintenance. 1300 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1322 C/C 084 PGC, 087 PGC for traffic avoidance. 1338 D/S 74% on BME. 1420 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1448 C/C 015 PGC, 012 PSC for WP Finex Suragao Strait. 1500 Secure the Ships Defence Watch for Suragao Straits. 1500 C/C 011 PGC, 011 PSC for track maintenance. 1515 I/S 78% on BME. As the watch ends the vessel is in a slight-moderate sea with a fresh NE'ly breeze under partly cloudy skies with good visibility. 1545 Watch Officer relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

November 02, 2018 16:00

1600-2000 Vessel is underway as before steering course 011° PGC, 011° PSC in hand steering on port steering unit with BME at 78%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1652 R/S to 75% BME. 1655 Azimuth of sun observed on port repeater. Gyro error determined to be 0.8°W. 1657 R/S to 74% BME. 1658 (b)(3); (b)(6) at conn for supper relief. 1710 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1724 (b)(3); (b)(6) at conn. 1734 Cargo Mate reported SWB exchange of Ballast Tank #1 Deep commenced. 1742 I/S to 75% BME. 1907 Cargo Mate reported SWB exchange of Ballast Tank #1 Deep completed at position 11° 42'N 126° 25'E. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a moderate NW'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6)]

(b)(3); (b)(6)

November 02, 2018 20:00

2000-2400 Vessel is underway as before steering course 014° PGC, 013° PSC in hand steering on port steering unit with 75% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 1942 C/C 012 PGC, 011 PSC. 2110 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2121 C/C 012 PGC, 011 PSC. 2159 C/C 015 PGC, 014 PSC. 2220 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2300 C/C 014 PGC, 012 PSC. 2302 (b)(3); (b)(6) reported commencing rounds in Engine Room. 2330 (b)(3); (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in slight seas with a moderate ENE'ly breeze under partly cloudy skies with good visibility. 2345 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 02, 2018 23:59

Approved on Monday, November 19, 2018 17:51 by Kirk, Garth
Reviewer's Comments

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Report Date: Saturday, February 08, 2020 23:12

Friday, November 02, 2018

Reviewed By

Date

Approved By

Date

Saturday, November 03, 2018

0000-0400 Vessel underway in the Philippine Sea on voyage 18-18. Steering 016 PGC, 016 PSC as before in hand with the port steering unit engaged. Online: BME at 75% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -8(H). Captain Garth Kirk in command of 17 CIVMAR Officers, 63 CIVMARs, 1 Rider, and 2 Cadets for a total of 83 souls onboard. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is 3 (b)(3); (b)(6). 0100 W/O Completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0102 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0206 C/C 014 PGC, 014 PSC for track maintenance. 0222 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0250 C/C 015 PGC, 015 PSC for track maintenance. 0306 C/C 016 PGC, 016 PSC for track maintenance. 0320 C/C 015 PGC, 015 PSC for track maintenance. 0330 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. As the watch ends the vessel is in a slight sea with a light NE'ly breeze under partly cloudy skies with good visibility. 0345 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 03, 2018 04:00

0400-0800 Vessel is underway as before steering course 015° PGC, 015° PSC in hand steering on port steering unit with BME at 75%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0527 Sunrise. 0548 R/S to 74% BME. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a moderate E'ly breeze under cloudy skies with good visibility. 0745 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 03, 2018 08:00

0800-1200 Vessel is underway as before steering course 011° PGC, 011° PSC in hand steering on port steering unit with 74% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 0808 C/C 007 PGC, 007 PSC. 0815 Master granted permission to commence SW Ballast Exchange. 0900 Commenced SW Ballast Exchange in position: 15-33.9' N, 127-14.6' E. 0952 C/C 012 PGC, 012 PSC. 1105 C/C 008 PGC, 008 PSC. 1135 (b)(3); (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in slight seas with a moderate ENE'ly breeze under partly cloudy skies with good visibility. 1145 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 03, 2018 12:00

1200-1600 Vessel underway in the Philippine Sea steering 008 PGC, 008 PSC in hand steering on the port steering unit with 67% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating as helmsman, rover, and lookout. 1148 Switch to Port Steering Unit. 1200 SAT Test of the Ships whistle and General Alarm. WTD closed from the bridge. 1212 A/C 042 PGC, 042 PSC for traffic

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avoidance. 1300 Cargo Mate reports: Commence Ballast Exchange and DFM Stripping. 1302 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1322 C/C 330 PGC, 332 PSC for track maintenance. 1340 Switch to starboard steering unit. 1420 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1430 C/C 005 PGC, 005 PSC for track maintenance. 1500 Cargo Mate reports: CGOMATE reports SWB exchange for tank PRDB complete at posit 17-02N 127-28.4E. D/S 65% on BME. As the watch ends the vessel is in a slight-moderate sea with a fresh NE'ly breeze under partly cloudy skies with good visibility. 1545 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6) November 03, 2018 16:00

1600-2000 Vessel is underway as before steering course 005° PGC, 005° PSC in hand steering on starboard steering unit with BME at 65%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1554 CGOMATE reported SWB Exchange for Ballast Tanks 2P and 2S complete at position: 17° 17'N, 127° 30'E. 1615 CGOMATE reported SWB exchange for Ballast Tanks 4P and 4S complete at posit 17° 23'N, 127° 30'E. 1657 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1700 (b)(3); (b)(6) at conn for supper relief. 1724 (b)(3); (b)(6) at conn. 1745 C/C to 354° PGC, 356° PSC to maneuver for traffic. 1900 C/C to 008° PGC, 009° PSC to return to track line. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a moderate NNW'ly breeze under clear skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6)]

(b)(3); (b)(6) November 03, 2018 20:00

2000-2400 Vessel is underway as before steering course 008° PGC, 009° PSC in hand steering on starboard steering unit with 67% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 2020 C/C 015 PGC, 016 PSC. 2100 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2105 C/C 017 PGC, 017 PSC. 2210 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2300 Ship's Clocks Advanced 20 minutes to reflect ZD -5H 20min. 2320 (b)(3); (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in slight seas with a light ENE'ly breeze under partly cloudy skies with good visibility. 2330 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6) November 03, 2018 23:30

Approved on Monday, November 19, 2018 17:51 by Kirk, Garth
Reviewer's Comments

Saturday, November 03, 2018

Reviewed By	Date	Approved By	Date
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Sunday, November 04, 2018

0000-0400 Vessel underway in the Philippine Sea on voyage 18-18. Steering 017 PGC, 017 PSC as before in hand with the starboard steering unit engaged. Online: BME at 67% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -8 40 min (H). Captain Garth Kirk in command of 17 CIVMAR Officers, 63 (b)(3), (b)(6) Rs, 1 Rider, and 2 Cadets for a total of 83 souls onboard. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6) and (b)(3), (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3), (b)(6). 0012 C/C 013 PGC, 013 PSC for track maintenance. 0035 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0130 C/C 011 PGC, 011 PSC for track maintenance. 0200 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0215 C/C 010 PGC, 010 PSC for track maintenance. As the watch ends the vessel is in a slight-moderate sea with a fresh NE'ly breeze under partly cloudy skies with good visibility. 0305 Watch Officer relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 04, 2018 04:00

0400-0800 Vessel is underway as before steering course 010° PGC, 010° PSC in hand steering on starboard steering unit with BME at 67%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0420 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0500 Ship's Clocks Advanced 20 minutes to reflect ZD -9(I). 0631 Sunrise. 0635 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a gentle E'ly breeze under cloudy skies with good visibility. 0745 Watch Officer relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 04, 2018 08:00

0800-1200 Vessel is underway as before steering course 009° PGC, 010° PSC in hand steering on starboard steering unit with 67% on BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6). 0900 Master granted permission to commence SW Ballast Exchange. 0933 C/C 006 PGC, 007 PSC. 0995 C/C 008 PGC, 008 PSC. 1100 Cargo Mate reported SWB exchange for Ballast Tanks 6P and 6S completed at posit: 22-00N 128-12E. 1139 C/C 007 PGC, 007 PSC. 1140 (b)(3), (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in slight seas with a light SE'ly breeze under partly cloudy skies with good visibility. 1145 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 04, 2018 12:00

1200-1600 Vessel underway in the Philippine Sea steering 007 PGC, 007 PSC in hand steering on starboard steering unit with 67% on BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating as helmsman, rover, and lookout. 1200 SAT Test of the Ships whistle and General Alarm. WTD closed from the bridge. 1230 C/C 008 PGC, 010 PSC for track maintenance. 1300 A/B (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 1318 Switch to port steering unit. 1330 C/C 007 PGC, 007 PSC for track maintenance. 1420 (b)(3), (b)(6) completes rounds of the vessel, all in

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apparent good order. 1530 C/C 009 PGC, 010 PSC for track maintenance. 1530 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. As the watch ends the vessel is in a slight-moderate seas with a gentle NW'ly breeze under partly cloudy skies with good visibility. 1545 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6) November 04, 2018 16:00

1600-2000 Vessel is underway as before steering course 009° PGC, 010° PSC in hand steering on port steering unit with BME at 67%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1605 CGOMATE reported SWB exchange of Ballast Tanks 8P and 8S completed at position: L 23° 18'N, LON 128° 24'E. 1654 (b)(3); (b)(6) at conn for supper relief. 1720 (b)(3); (b)(6) at conn. 1729 Azimuth of the sun observed on centerline repeater. Gyro error determined to be 0.3°E. 1745 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a gentle E'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(6) (b)(3); (b)(6)

(b)(3); (b)(6) November 04, 2018 20:00

2000-2400 Vessel is underway as before steering course 007° PGC, 010° PSC in hand steering on port steering unit with 67% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 2020 C/C 022 PGC, 025 PSC. 2041 C/C 008 PGC, 008 PSC. 2105 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2122 C/C 011 PGC, 013 PSC. 2225 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2254 C/C 006 PGC, 006 PSC. 2310 (b)(3); (b)(6) reported commencing rounds in Engine Room. 2320 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2325 C/C 355 PGC, 356 PSC. 2340 C/C 010 PGC, 011 PSC. As Watch ends, the vessel is in slight seas with a light E'ly breeze under partly cloudy skies with good visibility. 2345 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6) November 04, 2018 23:59

Approved on Monday, November 19, 2018 17:51 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Monday, November 05, 2018

0000-0400 Vessel underway in the Philippine Sea on voyage 18-18. Steering 010 PGC, 015 PSC as before in hand with the port steering unit engaged. Online: BME at 67% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -8(H). Captain Garth Kirk in command of 17 CIVMAR Officers, 63 CIVMARs, 1 Rider, and 2 Cadets for a total of 83 souls onboard. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is 3 (b)(3); (b)(6). 0015 C/C 014 PGC, 017 PSC for track maintenance. 0100 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0142 C/C 010 PGC, 012 PSC for track maintenance. 0220 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0306 C/C 007 PGC, 007 PSC for track maintenance. As the watch ends the vessel is in a slight-moderate seas with a gentle SE'ly breeze under overcast skies with occasional rain and good visibility. 0345 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6) November 05, 2018 04:00

0400-0800 Vessel is underway as before steering course 007° PGC, 007° PSC in hand steering on port steering unit with BME at 67%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 AB Sidwell completed a round of the vessel; all in good order. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0635 Sunrise. As the watch ends the vessel is in a moderate sea with a strong NE'ly breeze under overcast skies with good visibility. 0745 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6) November 05, 2018 08:00

0800-1200 Vessel is underway as before steering course 009° PGC, 013° PSC in hand steering on port steering unit with 67% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 0900 Set Flight Quarters. 0910 Cargo Mate reported Flight Deck manned and ready. 0912 SAT test HELO Crash Alarm from Bridge and Tower. 0915 Sounded signal for HELO Crash Drill. IAW NAVAIR 00-80-R-14(9.4.3). 0922 Sounded signal for Fire and Emergency Drill. Simulated Class Bravo fire on Flight Deck. Repair 3 dressed out SCBA personnel, QRT and Zone 3, set boundry control, PCRT reported on scene to assist casualties, Zone 1 and 2 assisted Repair 1 fighting fire from Station 8. IAW 46 CFR199.180(c)(2)&.180(f). 0945 Secured Fire and Emergency Drill. 0955 Signal sounded for Abandon Ship Drill. Position: 27-55.1' N, 129-03.8' E. Boat Commanders took muster, conducted training and inspected personnel. IAW 46 CFR199.180(c)(2)&.180(d). 1006 Secured from Abandon ship Drill. 1020 (b)(3); (b)(6) has the Conn. 1038 C/C 347 PGC, 351 PSC. 1116 Vessel entered East China Sea. Position: 28-13.8' N, 128-55.3' E. 1127 I/S 74%. 1140 (b)(3); (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in moderate seas with a fresh E'ly breeze under cloudy skies with good visibility. 1145 Watch Officer properly relieved by (b)(3); (b)(6).

Monday, November 05, 2018

(b)(3); (b)(6)

November 05, 2018 12:00

1200-1600 Vessel underway in the East China Sea steering 344 PGC, 348 PSC in hand steering on the port steering unit with 74% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating as helmsman, rover, and lookout. 1200 SAT Test of the Ships whistle and General Alarm. WTD closed from the bridge. 1300 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1318 Switch to starboard steering unit. 1351 C/C 355 PSC, 000 PSC for traffic avoidance. 1420 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1439 I/S 75% on BME. 1445 C/C 359 PGC, 003 PSC for track maintenance. 1500 CGOMATE reports all fuel hoses at STA 8 have been hydrostatically tested, stenciled IAW 33 CFR 154.500 and 33 CFR 156.170(c) (1) & (f)(3). 1530 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. As the watch ends the vessel is in a slight seas with a gentle NE'ly breeze under partly cloudy skies and good visibility. 1545 Watch Officer relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 05, 2018 16:00

1600-2000 Vessel is underway as before steering course 359° PGC, 003° PSC in hand steering on starboard steering unit with BME at 75%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1630 (b)(6) completed a Pre-Arrival Navigation Brief from 1615 to 1630 IAW SMS Checklist 7.2-003-01-ALL Navigation Brief Checklist. 11 personnel present for 2.8 man hours. Computed arrival drafts IAW 33 CFR 164.25: FWD 26'00" MID 28'07" AFT 30'11". Computed maximum draft IAW 33 CFR 164.25: 30'11". Computed Under Keel Clearance (UKC) IAW 33 CFR 164.25: 10'00". 1654 (b)(3); (b)(6) at conn for supper relief. 1721 (b)(3); (b)(6) at conn. 1736 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1754 C/C 010° PGC, 015° PSC as per charted track. 1908 Completed a satisfactory test of the steering gear in all modes IAW 33 CFR 164.25. 1915 R/S to 68% BME. 1918 R/S to 64% BME. 1921 R/S to 60% BME. 1924 R/S to 55% BME. 1926 R/S to 50% BME. 1927 R/S to 40% BME. 1932 R/S to 20% BME. 1934 ERC control BME. 1935 Bridge control BME. 1936 Completed a satisfactory test of the engines ahead and astern IAW 33 CFR 164.25. I/S to 20% BME. 1938 Completed a satisfactory test of the Engine Order Telegraph IAW SMS Checklist 7.2-002-01-AO Arrival Checklist. I/S to 40% BME. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. 1945 I/S to 50 % BME. As the watch ends the vessel is in a smooth sea with a gentle NE'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 05, 2018 20:00

2000-2400 Vessel is underway as before steering course 010° PGC, 015° PSC in hand steering on port steering unit with 50% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6). 1945 ERC reported SAT test of Emergency Diesel Generator from (1935-1945) IAW 33 CFR 164.25 and SMS Checklist 7.2-002-01-AO, T-AO Arrival. 1949 I/S 55%. 1952 I/S 58%. 1957 I/S 63%. 2001 I/S 67%. 2002 C/C 013 PGC, 018 PSC. 2006 I/S 73%. 2105 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2225 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2310 I/S 75%. 2320 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2335 C/C 011 PGC, 011 PSC. As Watch ends, the vessel is

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in slight seas with a fresh N'ly breeze under partly cloudy skies with good visibility. 2345 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 05, 2018 23:59

Approved on Monday, November 19, 2018 17:52 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Tuesday, November 06, 2018

0000-0400 Vessel underway in the East China Sea inbound Sasebo, Japan on voyage 18-18. Steering 011 PGC, 011 PSC as before in hand with the port steering unit engaged. Online: BME at 75% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -9(I). Captain Garth Kirk in command of 17 CIVMAR Officers, (b)(3), (b)(6) MARS, 1 Rider, and 2 Cadets for a total of 83 souls onboard. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6) and (b)(3), (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3), (b)(6). 0017 C/C 014 PGC, 019 PSC for track maintenance. 0100 C/C 011 PGC, 015 PSC for track maintenance. 0101 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0155 C/C 012 PGC, 018 PSC for track maintenance. 0220 C/C 011 PGC, 017 PSC for track maintenance. 0222 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0311 C/C 015 PGC, 021 PSC for WP. 0330 C/C 017 PGC, 023 PSC for track maintenance. As watch ends the vessel is in a slight seas with a gentle NE'ly breeze under partly cloudy skies and good visibility. 0345 Watch Officer relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 06, 2018 04:00

0400-0800 Vessel is underway as before steering course 017° PGC, 023° PSC in hand steering on port steering unit with BME at 75%. On watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0406 R/S to 67% BME. 0409 C/C to 010° PGC, 015° PSC to maneuver for traffic. 0415 R/S to 62% BME. 0427 R/S to 56% BME. 0451 Captain on the bridge. C/C to 026° PGC, 033° PSC to return to track. I/S to 59% BME. 0500 Confirmed ETA 0600 to Sasebo Pilot Station with Kogo Saki Station on VHF Ch. 12. 0503 Confirmed ETA 0600 to Sasebo Pilot Station with Sasebo Pilots on VHF Ch. 14. 0505 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0506 Captain on bridge. 0512 AIS set to transmit mode. 0530 Set Sea, Anchor, and Maneuvering Details. Captain at conn. Vessel is steering various courses and speeds per course recorder and bell book. 0531 Both anchors ready to let go. 0534 All stations manned and ready. Tested internal communications IAW 33 CFR 164.25. 0539 Port side tank deck pilot ladder rigged 1 meter above the water. 0542 Kam Se abeam to starboard. 0543 Cargo Mate (b)(3), (b)(6) inspected pilot ladder. 0554 Pilot boat alongside to port. Pilot on port side tank deck pilot ladder. 0555 Pilot (b)(3), (b)(6) aboard. 0557 Pilot on bridge. 0600 Shira Se abeam to starboard. 0603 Master Pilot Information Exchange completed IAW 33 CFR 157.455(b). Pilot at conn. Master notified SMS Checklist 7.2-002-01-AO "T-AO Arrival Checklist" completed. 0613 Vessel abeam buoys #1 and #2. 0624 Arrival taken for Voyage 18-18 in position L 33° 06.5'N, LON 129° 42.7'E with Iori Saki bearing 009° at 0.45nm and Takasuki Hana bearing 298°; UKC 24.7m. 0625 Vessel abeam daymarks #3 and #4. 0635 Deck Department fore and aft. 0641 Bow and stern reported manned and ready; safety briefs given. 0642 Stern tug "TATEGAMI" made fast with 1 tug's line to port quarter. Benten Shima abeam to starboard. 0643 Sunrise. Forward tug "YOKO MARU" made fast with 1 tug's line to port bow. 0646 AIS set to receive only mode. 0709 ERC control SME. Starboard shaft declutched. Starboard side port opened. 0714 First line. Vessel alongside breasting barge "YC-1528", starboard side to, at Akasaki Wharf berths 1 and 2. 0721 Finished With Engines (FWE). Finished With Wheel (FWW). 0739 Forward and aft tugs cast off and away. 0742 Vessel securely moored starboard side to Akasaki Wharf Berths 1/2 with 2 head lines, 2 breast lines, and 2 spring lines forward; 2 stern lines, 2 breast lines, 2 spring lines aft. Secured Sea, Anchor, and Maneuvering Details. 0745 Pilot away on pilot boat via port side tank deck pilot ladder. Shore side brow securely positioned at starboard side port. 0754 Captain below. 0800 Slops barge "SEAON-C NO. 1" alongside to port and made fast. As the watch ends the vessel is securely moored under clear skies with good visibility. 0800 Watch Officer relieved by (b)(3), (b)(6).

Tuesday, November 06, 2018

(b)(3), (b)(6)

November 06, 2018 08:00

0800-1200 Vessel securely moored as before. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) (b)(7)(F)

0815 The Sailing Board has been Posted and Reads as Follows: THE VESSEL SAILS TOMORROW, WEDNESDAY, 07 NOVEMBER @ 2000. LIBERTY EXPIRES FOR ALL HANDS WEDNESDAY, 07 NOVEMBER @ 1900. Sea Watches will remain in effect for Deck Department Licensed and Unlicensed personnel. 0818 Safety brief given with Deck Department for conducting boom ops. Master granted permission to conduct boom ops. 0820 RIDER (b)(3), (b)(6) (b)(3), (b)(6) reported aboard. 0823 First lift Cargo, offload. 0835 Oil boom secured around the vessel. 0845 Arrival drafts observed and recorded. 0850 CGOMATE reports Cargo Fuel Pre Loading Safety Brief conducted 19 personnel attended from 0830-0850 for a total of 6.3 personnel hours. 0918 CRET (210-01) (b)(3), (b)(6) returned from Training. 0940 Master granted permission to commence loading DFM and JP5 at stations 7 and 7A. Bravo closed up. Commenced 1MC announcements for Bunkering Operations. 0956 Commenced Loading Cargo Fuel. 1000 (b)(3), (b)(6) issued (b)(7)(F) at gangway. 1000 Last lift Cargo, offload. Total: 89 pallets. 1030 First lift Cargo, onload. 1052 Last lift Cargo, onload. Total: 15 pallets. 1054 First lift Trash, offload. 1115 W/O completed rounds about the vessel; all secure. 1150 Vessel is securely moored as before under partly cloudy skies with a gentle N'ly breeze (b)(3), (b)(6) properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 06, 2018 11:50

1200-1600 Vessel securely moored at Akasaki Pier 1 & 2, Sasebo, Japan. Vessel continues to on load DFM and JP-5 at Station 7 and 7A. Vessel is offloading oily waste to fuel barge along side to port (b)(7)(F) (b)(7)(F)

1157 CGOM2 reports: L/L Trash, 34 M³ off loaded to pier side facility. 1300 W/O completes rounds of the vessel and pier, all in apparent good order. 1304 (b)(3), (b)(6) reports: Secure from offload of oily waste to port side fuel barge. 1400 W/O completes rounds of the vessel, all in apparent good order. As watch ends vessel securely moored as before under partly cloudy skies, calm harbor conditions and light S'ly breeze. 1545 (b)(3), (b)(6) properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 06, 2018 16:00

1600-2000 Vessel securely moored as before. Vessel is loading JP-5. Slops barge "SEAON-NO.1" is made fast to port side. On watch (b)(3), (b)(6) as watch officer with (b)(3), (b)(6) and (b)(3), (b)(6) (b)(7)(F) (b)(7)(F)

1600 Ceased loading JP-5. Bravo struck down. 1606 Drafts observed: FWD 31'06" MID 33'03" AFT 35'00" LIST 0.25° PORT. 1614 All fuel hoses disconnected. 1636 Oil boom removed. 1639 Slops barge "SEAON-C NO.1" cast off.

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1642 Oil boom in place around vessel. 1654 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 1724 Sunset & colors observed. All deck, anchor, security, and aircraft warning lights energized (b)(7)(F) 1900 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 1942 (b)(3); (b)(6) completed a round of the vessel; all secure. As the watch ends, the vessel is securely moored as before under clear skies with a gentle N'ly breeze. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(6)

November 06, 2018 20:00

2000-2400 Vessel securely moored as before. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) (b)(7)(F)

2110 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2200 W/O completed rounds about the vessel; all secure. 2225 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2330 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2335 W/O completed rounds about the vessel; all secure. 2345 Vessel is securely moored as before under partly cloudy skies with a gentle N'ly breeze. (b)(3); (b)(6) properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 06, 2018 23:59

Approved on Monday, November 19, 2018 17:52 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

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Report Date: Saturday, February 08, 2020 23:12

Wednesday, November 07, 2018

0000-0400 Vessel securely moored starboard side to Akasaki Wharf Berths 1&2 with 2 head lines, 2 breast lines, and 2 spring lines forward; 2 stern lines, 2 breast lines, 2 spring lines aft. Slops barge "SEAON-C NO. 1" alongside to port and made fast. (b)(3); (b)(6) Oil boom in place. On watch (b)(3); (b)(6) as Watch Officer with (b)(3); (b)(6) and (b)(3); (b)(6) (b)(7)(F)

The Watch is conducting frequent and thorough rounds of vessel to include: Bridge, Gangway, Masters Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Room, Berthing Areas, Laundries, Storage Areas, Holds & Weather Decks. 0040 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0134 Deck Cadet (b)(3); (b)(6) Reports on board for duty. 0134 Engine Cadet, (b)(3); (b)(6) Reports on board for duty. 0145 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0230 W/O completes rounds of the vessel, all in apparent good order. (b)(7)(F) W/O completes rounds of the vessel, all in apparent good order. 0345 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. As watch ends vessel securely moored as before under partly cloudy skies, calm harbor conditions and light S'y breeze. 0345 (b)(3); (b)(6) properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 07, 2018 04:00

0400-0800 Vessel securely moored as before. On watch: (b)(3); (b)(6) as watch officer with (b)(3); (b)(6) and (b)(3); (b)(6) (b)(7)(F)

0430 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order (b)(7)(F). 0545 (b)(3); (b)(6) completed a round of the vessel; all secure. 0630 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0644 Sunrise All deck, anchor, security, and aircraft warning lights extinguished. 0645 Drafts observed: FWD 31'06" MID 33'04" AFT 35'01" LIST 0.0°. 0736 Ship's force loaded ship's stores from 0736 to 0744. 0744 First lift of cargo lifted to flight deck via shoreside crane. As the watch ends, the vessel is securely moored as before under clear skies with a gentle N'y breeze. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 07, 2018 08:00

0800-1200 Vessel securely moored as before. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and A/B (b)(6) (b)(7)(F)

0800 Morning Colors observed. 0812 ERC reported SAT test of Tank Overfill Alarms. 0820 Master granted permission to conduct fuel loading preps. 0820 Ceased Cargo Operations. 0830 Bonding Cable Connected at Frame 57. 0832 JP5 hose connected at Station 7A. Bravo closed up. Smoking lamp is out. 0835 (b)(3); (b)(6) conducted pre-departure Navigational Brief from (0820-0835). 11 personnel present for 2.8 M/Hrs. Departure drafts: FWD: 33'09" MID: 34'02" AFT 34'06" logged IAW 33 CFR 164.25. Computed maximum draft IAW 33 CFR 164.25: 34'06". Computed Under Keel Clearance (UKC) IAW 33 CFR 164.25: 10'01". 0900 Master granted permission to load cargo. 0911 Cargo Mate reported Cargo Fuel Pre Loading Safety Brief conducted from 0900-0911. 13 personnel present for 2.4 M/Hrs. 0913

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First lift Ship's stores, onload. 0915 Fuel Detail and Fuel roving patrol on Station. 0919 Commenced pumping JP5 at 7A. 1MC announcements made hourly for Fueling Operations. 0925 Commenced De-ballasting Tank 1 Deep. 0934 Last lift ship's stores. First lift Cargo, onload. 0946 Completed De-ballasting Tank 1 Deep. 1105 Ceased pumping JP5 at Station 7A. 1111 Ceased Cargo Operations. 1116 JP5 hose disconnected from 7A. Bravo struck. Smoking lamp lit. 1120 Secured fuel roving patrol. 1122 Bonding Cable disconnected. 1129 Secured Fueling Detail and Oil Spill Watch. 1130 Fueling Operations completed. 1135 W/O completed rounds about the vessel; all secure. 1145 Vessel is securely moored as before under partly cloudy skies with a gentle N'y breeze. (b)(3); (b)(6) properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

November 07, 2018 12:00

1200-1600 Vessel securely moored as before. On watch: (b)(3); (b)(6) as Watch Officer with (b)(3); (b)(6) and (b)(3); (b)(6) (b)(7)(F) F/L of lube oil drums on the flight deck. 1215 F/L offload trash. 1231 L/L Trash, 3.0 M³ off loaded to pier side facility. 1232 L/L Ship stores/ Lube oil. 1232 (b)(6) (b)(3); (b)(6) Reports on board for duty. 1247 3 (b)(3); (b)(6) reports: Start Lube Oil Transfer. 1250 RIDER, (b)(3); (b)(6) Reports on board for duty. 1250 RIDER, (b)(3); (b)(6) Reports on board for duty. 1324 (b)(3); (b)(6) reports testing of EDG. 1326 Fire alarm in Zone 20 Sounds. W/O and CGOM scan the area, results found to be starting of EDG. 1345 (b)(3); (b)(6) reports SAT test of EDG IAW 33 CFR 164.25(a). 1405 (b)(3); (b)(6) reports: Lube Oil Transfer is Complete. 1410 Commence Cargo Operations. 1416 L/L Cargo 24 pallets off-loaded, 84 pallets on-loaded. 1430 Internal communications tested SAT IAW SMS Checklist 7.2-001-01-AO. 1446 Wheel Clearance Granted. 1435 SAT Test of EOT IAW SMS Checklist 7.2-001-01-AO. 1450 Gangway Secured for Dock Trials. 1502 Engines Tested SAT Ahead and Astern IAW SMS Checklist 7.2-001-01-AO. 1521 Steering Gear Tested SAT in All Modes IAW SMS Checklist 7.2-001-01-AO. 1530 (b)(3); (b)(6), Cargo Mate, transferred custody of two (2) M-79 40 MM Grenade Launchers (S/N: 110698 and A93511) to (b)(3); (b)(6) on the USNS TIPPECANOE (T-AO-199) for shipment to NAVSURFWARCEMDIV CRANE. As watch ends vessel securely moored as before in calm harbor conditions, cloudy skies and light W'y breeze. 1545 (b)(3); (b)(6) properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 07, 2018 16:00

1600-2000 Vessel securely moored as before. On watch: (b)(3); (b)(6) as watch officer with (b)(3); (b)(6) and (b)(6) (b)(7)(F) 1648 ET-1 Billet T-4, (b)(3); (b)(6) departed the vessel bag and baggage. 1654 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 1724 Sunset & colors observed. All deck, anchor, security, and aircraft warning lights energized. 1730 Departure drafts observed IAW 33 CFR 164.25: FWD 33'09" MID 34'02" AFT 34'06" LIST 0.0°. 1754 Confirmed 2000 departure time and ETA 2042 to Kogo Saki with Kogo Saki Signal Station on VHF Ch. 12. 1812 Confirmed 2000 departure and 1930 pilot boarding time via pilot ladder with US Navy

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Report Date: Saturday, February 08, 2020 23:12

Wednesday, November 07, 2018

Port Control on VHF Ch. 16. 1854 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 1900 Liberty expired. 1918 Port side tank deck pilot ladder rigged 1 meter above water. (b)(3), (b)(6) completed satisfactory inspection of pilot ladder. 1930 (b)(7)(F)

1936 Pilot boat alongside to port. (b)(3), (b)(6) aboard via port side tank deck pilot ladder. Pilot boat away and clear. 1942 (b)(3), (b)(6) completed a round of the vessel; all secure. As the watch ends, the vessel is securely moored as before under clear skies with a light NNW'ly air. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 07, 2018 20:00

2000-2400 Vessel securely moored as before. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating as gangway and roving security. (b)(7)(F)

1946 All ashore going ashore. 1951 Set Sea, Anchor, and Maneuvering Details. Deck Department fore and aft. Tug YUMIHARI MARU m/f 1 tug's line to port bow. Captain on bridge. 1953 Tug TATEGAME MARU m/f 1 tug's line to port quarter. 1954 All stations manned and ready. Master/Pilot information exchange completed IAW 33 CFR 157.455(b). Both anchors ready for letting go. 2001 Commenced taking in lines fore and aft. 2013 Last Line. (b)(3), (b)(6) at conn. AIS set to transmit mode. 2019 Forward and aft tugs cast off and away. 2024 Bente Shima abeam to port. 2036 Omori-Se abeam to port. 2039 Iori-Saki abeam to starboard. Entered fairway outbound. 2057 Vessel abeam buoys #1 and #2. 2101 Captain G. Kirk at conn. (b)(3), (b)(6) under instruction. 2102 Pilot below. 2104 Pilot boat alongside to port. Pilot safely away via port side tank deck pilot ladder. Pilot boat away and clear to port. 2106 Departure taken in position 33° 06.0'N, 129° 39.6'E. Commenced Voyage 19-18. Captain Garth L. Kirk in command of USNS PECOS with 7 deck officers, 5 engineer officers, 4 cadets, 4 riders, and 69 unlicensed civmars for a total of 89 souls onboard. 2115 Shira-Se abeam to port. 2124 Both anchors secured for sea. 2126 AIS set to receive only mode. 2135 Secured Sea, Anchor, and Maneuvering Details. 2141 (b)(3), (b)(6) has the Conn. 2142 C/C 200 PGC, 205 PSC. 2144 Captain G. Kirk below. 2250 C/C 205 PGC, 209 PSC. 2307 D/S 61%. 2335 C/C 187 PGC, 195 PSC. 2340 (b)(3), (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in slight seas with a gentle N'ly breeze under partly cloudy skies with good visibility. 2345 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6), (b)(6)

November 07, 2018 23:59

Approved on Monday, November 19, 2018 17:52 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Thursday, November 08, 2018

0000-0400 Vessel underway in the SouthEast (b)(3), (b)(6) China Sea on voyage 19-18. Steering 187 PGC, 195 PSC as before in hand with the port steering unit engaged. Online: BME at 60% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -9(I). Captain Garth Kirk in command of 18 CIVMAR Officers, 63 CIVMARS, 4 Riders, and 4 Cadets for a total of 89 souls onboard. On watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6) and (b)(3), (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3), (b)(6). 0040 D/S 59% on BME. 0056 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0109 C/C 190 PGC, 196 PSC for track maintenance. 0224 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0230 C/C 192 PGC, 198 PSC for WP. 0306 C/C 195 PGC, 201 PSC for track maintenance. 0306 I/S 61% on BME. 0320 C/C 199 PGC, 206 PSC for track maintenance. 0324 I/S 62% on BME. As the watch ends the vessel is in a slight sea with a moderate SE'ly breeze under cloudy skies with good visibility. 0345 Watch Officer relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 08, 2018 04:00

0400-0800 Vessel is underway as before steering course 199° PGC, 202° PSC in hand steering on port steering unit with BME at 63%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0404 I/S to 64% BME. 0434 R/S to 63% BME. 0505 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0542 I/S to 65% BME. 0625 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0644 Sunrise. 0656 Azimuth of the sun observed on port repeater. Gyro error determined to be 0.6°W. 0718 R/S to 63% BME. As the watch ends the vessel is in a slight sea with a moderate SE'ly breeze under cloudy skies with good visibility. 0745 Watch Officer relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 08, 2018 08:00

0800-1200 Vessel is underway as before steering course 194° PGC, 199° PSC in hand steering on port steering unit with 63% on BME's. On Watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0827 I/S 65%. 0840 Master granted permission to open SWB #4S Tank Top to commence ventilation. 0856 C/C 200 PGC, 205 PSC. 0900 SWB Tank #4S Tank Top swung open. 0902 I/S 67%. 0926 GFE reported ventilation of #4S SWB Tank commenced. 1052 C/C 198 PGC, 203 PSC. 1053 D/S 65%. 1117 C/C 184 PGC, 190 PSC. 1140 (b)(3), (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in slight seas with a gentle S'ly breeze under partly cloudy skies with good visibility. 1145 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 08, 2018 12:00

1200-1600 Vessel is underway as before steering course 181° PGC, 187° PSC in hand steering on port steering unit with BME at 65%. On watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating

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between helm, lookout, and roving patrol. SWB Tank 4 Starboard is open to the deck to ventilate. 1200 SAT Test of the Ships whistle and General Alarm. WTD closed from the bridge. 1220 C/C 183 PGC, 189 PSC for track maintenance. 1300 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1315-1400 (b)(3); (b)(6) conducts SOLAS Brief with 7 personnel in attendance for a total of 5.25 (b)(3); (b)(6) hrs. 1400 Captain reports: Start Lube Oil Transfer, Lat 29-22.1N, Long 128-40.1E. 1424 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1506 C/C 179 PGC, 186 PSC maintenance. As the watch ends the vessel is in a slight sea with a gentle S'ly breeze under clear skies with good visibility. 1545 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 08, 2018 16:00

1600-2000 Vessel is underway as before steering course 179° PGC, 186° PSC in hand steering on port steering unit with BME at 65%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1612 Secured from lube oil transfer. 1648 R/S to 60% BME. 1654 (b)(3); (b)(6) at conn for supper relief. 1721 (b)(3); (b)(6) at conn. 1737 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a gentle S'ly breeze under clear skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 08, 2018 20:00

2000-2400 Vessel is underway as before steering course 178° PGC, 184° PSC in hand steering on port steering unit with 61% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1948 D/S 60%. 2007 C/C 175 PGC, 181 PSC. 2038 C/C 180 PGC, 187 PSC. 2105 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2110 C/C 123 PGC, 134 PSC. 2202 I/S 62%. 2225 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2246 C/C 134 PGC, 146 PSC. 2321 D/S 60%. 2323 C/C 144 PGC, 155 PSC. 2330 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2336 D/S 56%. As Watch ends, the vessel is in slight seas with a moderate SSE'ly breeze under partly cloudy skies with good visibility. 2345 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 08, 2018 23:59

Approved on Monday, November 19, 2018 17:52 by Kirk, Garth
Reviewer's Comments

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Report Date: Saturday, February 08, 2020 23:12

Thursday, November 08, 2018

Reviewed By

Date

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Date

Friday, November 09, 2018

0000000 (b)(3); (b)(6) -0400 Vessel underway in the East China Sea on voyage 19-18. Steering 144 PGC, 155 PSC as before in hand with the port steering unit engaged. Online: BME at 56% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -9(I). Captain Garth Kirk in command of 18 CIVMAR Officers, 63 CIVMARs, 4 Riders, and 4 Cadets for a total of 89 souls onboard. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0009 C/C 141 PGC, 151 PSC for track maintenance. 0100 W/O Completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11. (b)(3); (b)(6) 0100 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0224 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0230 I/S 58% on BME. 0245 C/C 139 PGC, 149 PSC for track maintenance. 0330 I/S 60% on BME. 0330 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. As the watch ends the vessel is in a slight sea with a gentle S'ly breeze under clear skies with good visibility. 0345 Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

November 09, 2018 04:00

0400-0800 Vessel is underway as before steering course 139° PGC, 149° PSC in hand steering on port steering unit with BME at 60%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0600 I/S to 60% BME. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0632 Sunrise. As the watch ends the vessel is in a smooth sea with a calm W'ly air under cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 09, 2018 08:00

0800-1200 Vessel is underway as before steering course 136° PGC, 146° PSC in hand steering on port steering unit with 61% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0817 C/C 320 PGC, 327 PSC. 0825 Cargo Mate reports: Conducted Gas Analyzer Drop Test in SWBT 4S; Test SAT. 0831 Master Grants permission to enter SWBT 4S. 0841 CargoMate, Cargo 2 and (b)(3); (b)(6) enter SWBT 4S. 0851 CargoMate, Cargo 2 and (b)(3); (b)(6) exit SWBT 4S. 0900 Gas Free Certificate Number 019-2018 issued for SWBT 4S - SAFE FOR PERSONNEL, IAW SMS Checklist 2.1-020-01-ALL Rev 0.3. 0915 Confined Space Entry Checklist and Permit completed for SWBT 4S, IAW SMS Checklist 2.1-001-01-ALL. Rescue Plan developed 08Nov@1900. 0920 Gas Free Cert 019-2018 posted at SWBT 4S. 0928 Daily Soundings completed and logged. 0932 C/C 145 PGC, 145 PSC. 0936 (b)(3); (b)(6) reported 2 souls entered SWBT 4S. 1017 D/S 55%. 1026 D/S 50%. 1030 (b)(3); (b)(6) reported 2 souls safely exited SWBT 4S. 1055 (b)(3); (b)(6) reported 2 souls entered SWBT 4S. 1140 (b)(3); (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in slight seas with a moderate NE'ly breeze under partly cloudy skies with good visibility. 1145 Watch Officer properly relieved by (b)(3); (b)(6).

Friday, November 09, 2018

(b)(3); (b)(6)

November 09, 2018 12:00

1200-1600 Vessel is underway in MODLOC as before steering course 145° PGC, 145° PSC in hand steering on port steering unit with BME at 50%. On watch (b)(3); (b)(6) with (b)(3); (b)(6) (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Two personnel currently in #4 Starboard SWB. 1150 (b)(3); (b)(6) reports all personnel exit #4 Starboard SWB. 1200 SAT Test of the Ships whistle and General Alarm. WTD closed from the bridge. 1300 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1330 C/C 315 PGC, 321 PSC for MODLOC. 1340 Switch to starboard steering unit. 1342 SUPPO reports: Okinawa Port Brief Conducted with 19 personnel in attendance for 3.8 Man Hours. 1415 (b)(3); (b)(6) completed monthly test, inspection of life rings/buoys and distress marker lights. Test & Inspection is SAT on 30 of 30 life rings. Discrepancies noted, for future corrective action. 1420 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1530 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1530 C/C 132 PGC, 145 PSC for MODLOC. As the watch ends the vessel is in a smooth sea with a calm E'ly air under cloudy skies with good visibility. 1545 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 09, 2018 16:00

1600-2000 Vessel is underway as before steering course 132° PGC, 144° PSC in hand steering on starboard steering unit with BME at 50%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1612 (b)(3); (b)(6) (b)(3); (b)(6); (b)(7)(F) 23 personnel present for 6.9 personnel hours. 1754 (b)(3); (b)(6) at conn for supper relief. 1718 C/C to 325° PGC, 332° PSC to remain within MODLOC. 1720 (b)(3); (b)(6) at conn. 1725 Azimuth of the sun observed on port repeater. Gyro error determined to be 0.8°W. 1732 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1908 C/C to 135° PGC, 146° PSC to remain within MODLOC. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a smooth sea with a gentle N'ly breeze under clear skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 09, 2018 20:00

2000-2400 Vessel is underway as before steering course 135° PGC, 146° PSC in hand steering on starboard steering unit with 50% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6) (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2110 (b)(6) completed rounds about the vessel; all secure. 2117 C/C 315 PGC, 322 PSC. 2220 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2235 (b)(3); (b)(6); (b)(7)(F) 2302 C/C 130 PGC, 140 PSC. 2330 (b)(3); (b)(6) completed rounds about the vessel; all secure. As Watch ends, the vessel is in slight seas with a fresh NE'ly breeze under clear skies with good visibility. 2345 Watch Officer properly relieved by (b)(3); (b)(6).

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(b)(3); (b)(6)

November 09, 2018 23:59

Approved on Monday, November 19, 2018 17:53 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Generated by ShipsLog™

Report Date: Saturday, February 08, 2020 23:12

Saturday, November 10, 2018

0000-0400 Vessel underway in the North Pacific Ocean in MODLOC on voyage 19-18. Steering 130 PGC, 140 PSC as before in hand with the starboard steering unit engaged. Online: BME at 50% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -9(I). Captain Garth Kirk in command of 18 CIVMAR Officers, 63 CIVMARS, 4 Riders, and 4 Cadets for a total of 89 souls onboard. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6) and (b)(3), (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3), (b)(6). 0100 W/O Completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0102 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0115 C/C 315 PGC, 321 PSC for MODLOC. 0215 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0325 C/C 170 PGC, 178 PSC for MODLOC. As Watch ends, the vessel is in slight seas with a fresh NE'ly breeze under clear skies with good visibility. 0345 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 10, 2018 04:00

0400-0800 Vessel is underway as before steering course 170° PGC, 178° PSC in hand steering on starboard steering unit with BME at 50%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0400 C/C to 270° PGC to check steering conditions for Romeo Corpen. 0430 C/C to 090° PGC, 099° PSC to remain within MODLOC. 0505 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0606 Established VHF Ch 16 as safety channel with (b)(7)(F). (b)(7)(F) IAW SMS Checklist 7.4-007-01-AO. 0625 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0631 Sunrise. 0635 Completed a satisfactory test of steering gear in all modes IAW SMS Checklist 7.4-007-01-AO. Port steering unit online. 0636 Confirmed 270° PGC, 278° PSC as Romeo Corpen and 13 KTS STW with (b)(7)(F). 0648 C/C to 276 PGC, 282 PSC to steer for RDVU. 0730 C/C to 270 PGC, 274 PSC to steer Romeo Corpen. I/S to 55% BME for 13 kts STW (b)(3), (b)(6). 0736 Confirmed air search and fire control radars on (b)(7)(F) are secured or in sector blank IAW SMS Checklist 7.4-007-01-AO. As the watch ends the vessel is in a slight sea with a moderate E'ly breeze under cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 10, 2018 08:00

0800-1200 Vessel is underway as before steering Romeo Corpen 270° PGC, 274° PSC in hand steering on port steering unit with 55% on BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0754 USNS Pecos (AO-197) has TACON of (b)(7)(F). (b)(7)(F) 0800 Set UNREP Condition 2 and UNREP Maneuvering Detail. Team 1 to Station 4, Team 2 to Station 8, Team 3 as directed. Romeo at dip. 0801 Aft Steering manned by (b)(3), (b)(6) and (b)(3), (b)(6). HSO manned by (b)(3), (b)(6). 0806 All Stations reported manned and ready. 0815 Chief Mate has the Conn. Romeo closed up to port. 0819 Pr (b)(7)(F) UNREP Checklist completed, Master notified IAW SMS UNREP Checklist 7.4-007-01-AO. 0825 (b)(7)(F) commenced approach to port. 0829 (b)(7)(F) alongside. 0851 Messenger in hand. Romeo struck. 0853 Station 4 Highline connected. Station 8 spanwire tensioned. 0855 Probe seated Station 8. Bravo closed up. 0857 Highline tensioned Station 4. 0900 (b)(3), (b)(6), (b)(7)(F)

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(b)(3); (b)(6); (b)(7)(F)

0906

First lift across at Station 4. 0912 Commenced pumping DFM and JP5 at Station 8. Position: 25-29.7' N, 130-25.8' E. 0948 Stopped pumping JP5 Station 8. Position: 25-29.5' N, 130-17.1' E. 1130 Stopped pumping DFM Station 8. Position: 25-28.7' N, 129-51.5' E. Bravo struck. 1142 Last lift at Station 4. As Watch ends, the vessel is in slight seas with a moderate NE'ly breeze under partly cloudy skies with good visibility. 1145 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 10, 2018 12:00

1200-1600 Vessel is underway as before steering Romeo Corpen 270° PGC, 274° PSC in hand steering on port steering unit with 55% on BME's. On Watch: (b)(3); (b)(6) has the conn U.I. of Captain Kirk; (b)(3); (b)(6) as Watch Officer with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. USNS Pecos (T-AO-197) has TACON of (b)(7)(F).

1205 (b)(3); (b)(6) relieves (b)(3); (b)(6) in aft steering. 1215 Last Lift Retro STA 4. 1219 Emergency Breakaway Drill to Port Conducted. 1220 STA 4 Detensioned. 1220 STA 8 Detensioned. 1221 P&D away, All lines clear to STA 8. 1222 Highline tripped STA 4. ALL LINES CLEAR TO PORT. 1224 (b)(7)(F) (b)(7)(F) Away and Clear. 1226 C/C 000 PGC, 005 PSC. 1227 I/S to 74% on BME. 1230 All Stations Secure for Sea. EMCON Secured. 1231 D/S 67% on BME. 1232 Set Flight Quarters. 1235 Secure UNREP Condition 2 and UNREP Maneuvering Detail. 1240 All Stations Manned and Ready. 1245 Master Conducts Permission to Commence Flight Operations. 1246 Green Deck. 1315 Hunter 617

(b)(3); (b)(6) 60) Inbound with 6 souls. 1317 USNS PEC received 2 Riders (b)(3); (b)(6) and (b)(3); (b)(6). Departing: (b)(3); (b)(6) (b)(3); (b)(6), and (b)(3); (b)(6) board Hunter 617. 1320 Red Deck. 1323 Green Deck. 1336 Secure from Flight Quarters. 1336 D/S 50% on BME. 1344 Captain strikes below. 1403 C/C 140 PGC, 152 PSC for track maintenance. As Watch ends, the vessel is in slight seas with a fresh N'ly breeze under partly clear skies with good visibility. 1545 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 10, 2018 16:00

1600-2000 Vessel is underway as before steering course 074° PGC, 081° PSC in hand steering on port steering unit with BME at 50%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6) (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1554 Fire Marshal reported SOLAS Training completed for riders from 1530 to 1554. 3 personnel for 1.2 man hours. 1648 (b)(3); (b)(6) conducted Pre-UNREP Brief/Conference from 1630 to 1648. 23 personnel present for 6.9 personnel hours. 1654 3/O (b)(3); (b)(6) at conn for supper relief. 1724 (b)(3); (b)(6) at conn. 1730 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1918 C/C to 142° PGC, 153° PSC to maneuver for traffic. 1924 C/C to 090° PGC, 100° PSC to return to track line. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea under overcast skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 10, 2018 20:00

2000-2400 Vessel is underway as before steering course 090° PGC, 100° PSC in hand steering on port

Saturday, November 10, 2018

steering unit with 50% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1954 C/C 060 PGC, 066 PSC. 2110 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2152 C/C 077 PGC, 085 PSC. 2225 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2254 C/C 071 PGC, 078 PSC. 2320 C/C 070 PGC, 077 PSC. 2330 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2345 As Watch ends, the vessel is in slight seas with a fresh NE'ly breeze under clear skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 10, 2018 23:59

Approved on Monday, November 19, 2018 17:59 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Sunday, November 11, 2018

0000-0400 Vessel underway in the North Pacific Ocean in MODLOC on voyage 19-18. Steering 070 PGC, 074 PSC as before in hand with the port steering unit engaged. Online: BME at 50% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -9(I). Captain Garth Kirk in command of 18 CIVMAR Officers, 63 CIVMARs, 3 Riders, and 4 Cadets for a total of 88 souls onboard. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6) and (b)(3), (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3), (b)(6). 0020 C/C 075 PGC, 083 PSC for track maintenance. 0100 W/O (b)(3), (b)(6) completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0100 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0115 C/C 077 PGC, 085 PSC for track maintenance. 0200 C/C 072 PGC, 080 PSC for track maintenance. 0220 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0330 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. As Watch ends, the vessel is in slight seas with a fresh N'ly breeze under partly clear skies with good visibility. 0345 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 11, 2018 04:00

0400-0800 Vessel is underway as before steering course 072° PGC, 080° PSC in hand steering on port steering unit with BME at 50%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0624 Sunrise. 0625 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea under partly cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 11, 2018 08:00

0800-1200 Vessel is underway as before steering course 075° PGC, 083° PSC in hand steering on port steering unit with 50% on BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0857 Completed a satisfactory test of steering gear in all modes IAW SMS Checklist 7.4-007-01-AO. 1029 D/S 40%. 1030 C/C to Romeo Corpen 040 PGC, 040 PSC. 1033 Captain on Bridge. 1036 D/S 20%. 1050 RAM dayshapes and Guide closed up. 1054 I/S 40%. 1100 Set UNREP Condition 3. Set UNREP Maneuvering Detail. Team 1 to Station 2, Team 2 to Station 4, Team 3 to Station 6, Team 4 to Station 8, Team 5 as directed. (b)(7)(F) (b)(7)(F). 1105 UNREP (b)(7)(F) (b)(3), (b)(6) manned HSO, (b)(3), (b)(6) and (b)(3), (b)(6) manned Aft Steering. Romeo closed up to port. 1108 I/S 55%. 1109 Chief Mate has the Conn. 1110 All Stations manned and ready, safety briefs given. 1119 Pre-UNREP Checklist completed, Master notified IAW SMS UNREP Checklist 7.4-007-01-AO. 1142 (b)(7)(F) commenced approach to port. (b)(7)(F) bow to stern. 1145 As Watch ends, the vessel is in slight seas with a moderate NE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

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Report Date: Saturday, February 08, 2020 23:12

Sunday, November 11, 2018

(b)(3), (b)(6)

November 11, 2018 12:00

1200-1600 Vessel is underway in the North Pacific Ocean as before steering course R/C 040° PGC, 040° PSC in hand steering on port steering unit with BME at 55%. (b)(7)(F) making her approach. On watch (b)(3), (b)(6) conning U/I of Captain Kirk (b)(3), (b)(6) as Watch Officer (b)(3), (b)(6) as HSO, with (b)(3), (b)(6) and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1147 RRN alongside to port. 1149 Shotlines fired fore and aft. 1155 (b)(3), (b)(6) relieved (b)(3), (b)(6) in aft steering. 1155 STA 8 Messenger in hand. 1156 (b)(3), (b)(6) relieves (b)(3), (b)(6) as HSO. 1205 CO to CO comms SAT. Emergency breakaway procedures discussed. 1206 STA 8 Discussed emergency breakaway procedures STA to STA. 1207 STA 8 Spanwire connected. 1209 STA 8 Spanwire tensioned. 1212 STA 6 Spanwire tensioned. 1215 STA 2 Spanwire connected. 1216 Probe seated at STA 6 and STA 8. 1216 STA 4 Highline connected. 1218 STA 2 Spanwire tensioned. 1220 Start Pumping JP-5 at STA 8, Lat 27-05.7N, Long 134-02.0E. 1224 Start pumping JP5 to (b)(7)(F) at Station 6. 1228 Commenced pumping JP5 to (b)(7)(F) at Station 2. 1231 First Lift Cargo to (b)(7)(F) at Station 4. 1248 Last Lift Cargo at Station 4. 1251 First Lift Retro - Station 4. 1344 Last Lift Retr (b)(7)(F) on 4. 1347 Secured pumping JP5 at Station 2. 1359 Secured pumping JP5 at Station 6 and Station 8, Lat 27-22.8N, Long 134-16.9E. 1402 EMERGENCY BREAK AWAY DRILL TO PORT. 1404 All lines clear to port. 1412 All Stations Secured for Sea. (b)(3), (b)(6) cure NREP Condition 3. Secure the UNREP Maneuvering Detail. 1419 D/S 50% on BME. 1421 (b)(3), (b)(6) assumes the conn, C/C 265 PGC, 268 PSC. 1423 Captain strikes below. 1430 Switch to starboard steering unit. 1445 C/C 270 PGC, 275 PSC for traffic avoidance. 1448 ERC takes control of SME. 1455 I/S 55% on PME, trailing SME. 1533 C/C 257 PGC, 261 PSC. As Watch ends, the vessel is in calm seas with a light W'ly breeze under partly clear skies with good visibility. 1545 Watch Officer properly relieved by (b)(3), (b)(6)

(b)(3), (b)(6)

November 11, 2018 16:00

1600-2000 Vessel is underway as before steering course 257° PGC, 261° PSC in hand steering on starboard steering unit with PME at 60%; trailing starboard shaft. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1654 (b)(3), (b)(6) at conn for supper relief. 1715 (b)(3), (b)(6) at conn. 1716 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1942 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea under overcast skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6)

(b)(3), (b)(6)

November 11, 2018 20:00

2000-2400 Vessel is underway as before steering course 257° PGC, 260° PSC in hand steering on port (b)(3), (b)(6) steering unit with 60% on PME, trailing SME. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 2036 C/C 252 PGC, 254 PSC. 2110 (b)(3), (b)(6) completed rounds about the vessel; all secure. 2221 C/C 259 PGC, 261 PSC. 2225 (b)(3), (b)(6) completed rounds about the vessel; all secure. 2319 C/C 260 PGC, 264 PSC. 2330 (b)(3), (b)(6) completed rounds about the vessel; all secure. 2345 As Watch ends, the vessel is in slight seas with a gentle NE'ly

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breeze under clear skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 11, 2018 23:59

Approved on Monday, November 19, 2018 18:00 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Monday, November 12, 2018

0000-0400 Vessel underway in the North Pacific Ocean on voyage 19-18. Steering 060 PGC, 055 PSC as before in hand with the starboard steering unit engaged. Online: Starboard Main Engine at 60% in Mode 2, PTO #2 with SSDG #4, and SSDG # 3 on standby. Vessel observing ZD -9(I). Captain Garth Kirk in command of 18 CIVMAR Officers, 63 CIVMARs, 3 Riders, and 4 Cadets for a total of 88 souls onboard. On watch (b)(3), (b)(6)

(b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) alternating between helm, lookout and roving patrol.

Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Purser's Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3), (b)(6). 0030 C/C 255 PGC, 257 PSC for track maintenance. 0100 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0100 W/O

Completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0145 C/C 259 PGC, 263 PSC for track maintenance. 0220 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0330 (b)(3), (b)(6)

completes rounds of the vessel, all in apparent good order. As Watch ends, the vessel is in slight seas with a fresh NE'ly breeze under partly clear skies with good visibility. 0345 Watch Officer properly relieved by (b)(3), (b)(6)

(b)(3), (b)(6)

November 12, 2018 04:00

0400-0800 Vessel is underway as before steering course 259° PGC, 263° PSC in hand steering on starboard steering unit with PME at 60%; trailing starboard shaft. (b)(3), (b)(6) On watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6) and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0633 Sunrise. 0625 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0633 C/C to 245° PGC, 250° PSC to maneuver for traffic. 0654 C/C to 258° PGC, 262° PSC to return to track line. As the watch ends the vessel is in a slight sea with light ESE'ly breeze (b)(3), (b)(6) under cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 12, 2018 08:00

0800-1200 Vessel is underway as before steering course 258° PGC, 262° PSC in hand steering on starboard steering unit with 60% on PME, trailing SME. On Watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0756 C/C 260 PGC, 264 PSC. 0908 Cargo Mate reports: Conducted Gas Analyzer Drop Test in SWBT 4S; Test SAT. 0910 Master Grants permission to enter SWBT 4S. 0917 Cargo Mate and Cargo 2 enter SWBT 4S. 0923 Cargo Mate and Cargo 2 exit SWBT 4S. 1000 Gas Free Certificate Number 020 -2018 issued for SWBT 4S - SAFE FOR PERSONNEL, IAW SMS Checklist 2.1-020-01-ALL Rev 0.3, valid through 13Nov18. 1002 Confined Space Entry Checklist and Permit completed for SWBT 4S, IAW SMS Checklist 2.1-001-01-ALL. Rescue Plan developed 08Nov@1900. 1005 Gas Free Cert 020-2018 posted at SWBT 4S. 1025 Cargo Bosun reported 2 souls entered SWBT 4S. 1047 C/C 076 PGC, 084 PSC. 1123 Cargo Bosun reported 2 souls safely exited SWBT 4S. 1145 As Watch ends, the vessel is in slight seas with a gentle E'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

Monday, November 12, 2018

(b)(3), (b)(6)

November 12, 2018 12:00

1200-1600 Vessel is underway in the North Pacific Ocean as before steering course 076° PGC, 084° PSC in hand steering on starboard steering unit with PME at 60%, trailing starboard shaft. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm. WTD closed from the bridge. 1300 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 1335 CGO Boson reports: (b)(3), (b)(6), and (b)(3), (b)(6) enter SWB Tank 4 Starboard. 1338 Switch to port steering unit. (b)(6)] 1415 CGO Boson reports: (b)(3), (b)(6) and (b)(3), (b)(6) exit SWB Tank 4 Starboard. 1440 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 1512 C/C 065 PGC, 071 PSC for track maintenance. 1527 C/C 264 PGC, 270 PSC for WP. 1533 (b)(3), (b)(6) and (b)(3), (b)(6) exited SWB #4. (b)(3), (b)(6) As Watch ends, the vessel is in calm seas with a light W'y breeze under partly clear skies with good visibility. 1545 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 12, 2018 16:00

1600-2000 Vessel is underway as before steering course 264° PGC, 270° PSC in hand steering on port steering unit with PME at 60%; trailing starboard shaft. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1540 ERC clutched in SME. 1559 Bridge control SME. BME at 60%. 1601 R/S to 55% BME. 1609 R/S to 50% BME. 1616 (b)(3), (b)(6) and (b)(3), (b)(6) exited SWB #4. 1630 (b)(3), (b)(6) completed a Pre-Arrival Navigation Brief from 1615 to 1630 IAW SMS Checklist 7.2-003-01-ALL Navigation Brief Checklist. 13 personnel present for 3.3 man hours. Computed arrival drafts IAW 33 CFR 164.25: FWD 31'05" MID 31'08" AFT 31'10". Computed maximum draft IAW 46 CFR 35.20-5: 31'10". Computed Under Keel Clearance IAW 33 CFR 157.455: 5'06". 1645 (b)(3), (b)(6) completed a Pre-Departure Navigation Brief from 1630 to 1645 IAW SMS Checklist 7.2-003-01-ALL Navigation Brief Checklist. 13 personnel present for 3.3 man hours. 1654 (b)(3), (b)(6) completed Emergency Maneuvering Drill with 16x20 watch team from 1648 to 1654. 4 personnel present for 0.4 man hours. 1700 (b)(3), (b)(6) at conn for supper relief. 1724 (b)(3), (b)(6) at conn. 1738 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1754 Commenced deballasting in position L 26° 41'N, LON 130° 26'E. 1807 Completed satisfactory steering gear test in all modes IAW 33 CFR 164.25. Port steering unit online. 1817 Completed satisfactory Engine Order Telegraph (EOT) test IAW SMS Checklist 7.2-002-01-AO T-AO Arrival Checklist. 1819 Completed satisfactory test of engines ahead and astern IAW 33 CFR 164.25. BME at 50%. 1830 Secured deballasting in position L 26° 40'N, LON 130° 18'E. 1850 Completed satisfactory test of Emergency Generator IAW 33 CFR 164.25 from 1835 to 1850. 1942 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a smooth sea with a light ESE'y air under cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 12, 2018 20:00

2000-2400 Vessel is underway as before steering course 259° PGC, 263° PSC in hand steering on port

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steering unit with 50% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6) (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2110 A/B (b)(6) completed rounds about the vessel; all secure. 2134 C/C 260 PGC, 165 PSC. 2203 C/C 255 PGC, 257 PSC. 2225 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2249 C/C 257 PGC, 259 PSC. 2330 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2345 As Watch ends, the vessel is in slight seas with a light SSE'ly breeze under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 12, 2018 23:59

Approved on Monday, November 19, 2018 18:17 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Tuesday, November 13, 2018

0000-0400 Vessel underway in the North Pacific Ocean on voyage 19-18. Steering 259 PGC, 265 PSC as before in hand with the port steering unit engaged. Online: BME at 50% in Mode 2, PTO #2 and SSDG # 3 on standby. Vessel observing ZD -9(I). Captain Garth Kirk in command of 18 CIVMAR Officers, 63 CIVMARs, 3 Riders, and 4 Cadets for a total of 88 souls onboard. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0020 C/C 256 PGC, 260 PSC for track maintenance. 0056 C/C 254 PGC, 258 PSC for track maintenance. 0100 SAT Arrival Test of GMDSS Station IAW 47 CFR 80.1105 and SMS Checklist 7.2-0021-012-AO (b)(3); (b)(6). 0100 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0220 A/B Hartman completes rounds of the vessel, all in apparent good order. 0254 C/C 255 PGC, 259 PSC for track maintenance. 0315 C/C 258 PGC, 261 PSC for track maintenance 0330 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order.. As Watch ends, the vessel is in slight seas with a fresh W'y breeze under mostly cloudy skies with good visibility. 0345 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 13, 2018 04:00

0400-0800 Vessel is underway as before steering course 258° PGC, 261° PSC in hand steering on port steering unit with BME at 50%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0406 R/S to 48% BME. 0427 I/S to 49% BME. 0503 Captain on bridge. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0521 Confirmed pilot and two tugs on VHF 16 and 13 with White Beach Pilots.. 0525 Captain at conn. 0530 Set Sea, Anchor, and Maneuvering Details. Vessel steering various courses per course recorder and various speeds per bell book. 0532 Sea buoy abeam to starboard. 0533 Both anchors ready to let go. 0543 Starboard side tank deck pilot ladder rigged 3 meters above the water. 0545 Cargo Mate (b)(3); (b)(6) completed satisfactory inspection of pilot ladder. 0558 Tug "NAKAGUSUKU MARU" alongside to starboard for pilot embarkation. Pilot on ladder. 0559 Pilot aboard. Tug away and clear to starboard. 0600 Arrival taken for Voyage 19-18 in position L 26° 15.6'N, LON 127° 54.9'E with Tsuken Jima bearing 090° at 1.25nm; UKC 21.0m. 0601 Pilot on bridge. 0606 Deck Department Fore and Aft. Pilot at conn. 0614 Tug "NAKAGUSUKU MARU" made fast one tug's line to starboard bow. 0616 Tug "AWASE MARU" made fast one tug's line to starboard quarter. 0631 All stations manned and ready. 0645 Sunrise. 0706 First Line. 0709 ERC control PME. Port shaft declutched. 0752 Finished With Wheel (FWW). Finished With Engines (FWE). 0753 ERC control SME. Starboard shaft declutched. 0757 Tugs cast off forward and aft. 0800 Secured Sea, Anchor, and Maneuvering Details. Vessel securely moored port side to East side of White Beach Navy Pier with 2 head lines, 2 breast lines, and 2 spring lines forward; 2 stern lines, 2 breast lines, and 2 spring lines aft. As the watch ends the vessel is in a calm sea with light N'y breeze under cloudy skies with good visibility. 0800 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 13, 2018 08:00

0800-1200 Vessel is engaged in mooring operations. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating as gangway and roving security. (b)(7)(F) 0800 Secured Sea, Anchor, and Maneuvering Details. Vessel securely moored port side to East

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side of White Beach Navy Pier with 2 head lines, 2 breast lines, and 2 spring lines forward; 2 stern lines, 2 breast lines, and 2 spring lines aft. Pilot below. Captain below. Shoreside brow securely in place in port side hydraulic side port. 0825 ARRIVAL DRAFTS FWD: 31'10" MID: 31'05" AFT: 31'10". 0830 Chief Mate reported Okinawa Port Brief completed. 0839 Vessel has been cleared. Liberty has been granted to those authorized. 0836 Safety Brief conducted for Crane Operations. 0840 The Sailing Board has been Posted and Reads as Follows: THE VESSEL SAILS TODAY, TUESDAY, 13 NOVEMBER @ 1800. LIBERTY EXPIRES FOR ALL HANDS TUESDAY, 13 NOVEMBER @ 1700. Sea Watches will remain in effect for Licensed and Unlicensed personnel. 0843 Tug Nakagusuku Maru made fast starboard side Tank Deck. 0854 Master grants permission to conduct Crane Operations. 0857 W/O granted Wheel Clearance to ERC. 0904 First lift Cargo, onboard. 0911 Daily Soundings completed by Carpenter. 1016 The Sailing Board has been CHANGED and Reads as Follows: THE VESSEL SAILS TODAY, TUESDAY, 13 NOVEMBER @ 1600. LIBERTY EXPIRES FOR ALL HANDS TUESDAY, 13 NOVEMBER @ 1500. Sea Watches will remain in effect for Licensed and Unlicensed personnel. 1036 Last lift Cargo, onboard. Total: 10 CONEX boxes and 7 pallets. 1045 First lift ship's Trash, offload. 1111 Last lift ship's Trash. Total: 15.0 m³. 1112 First lift Cargo Trash, offload. 1137 Last lift Cargo Trash. Total: 18.0 m³. 1130 W/O completed rounds about the vessel; all secure. 1144 Secured from Trash Operations. 1145 Vessel is securely moored as before under partly cloudy skies with a gentle N'y breeze (b)(3), (b)(6) properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 13, 2018 12:00

1200-1600 Vessel securely moored port side to White Beach Navy Pier as before. Shoreside brow securely in place at the port side port. On watch: (b)(3), (b)(6) as Watch Officer, (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6). (b)(7)(F) Translator aboard, Tug NAKAGUSUKU-MARU Standing by S/S. 1240 W/O completes rounds of the vessel, all in apparent good order. 1300 CGOM reports departure drafts IAW 33 CFR 164.25: FWD: 31' 06", MID: 31' 09", AFT: 32' 03". 1315 Wheel Clearance granted to ERC. 1315 Master grants permission to commence crane operations. 1317 F/L, 1 Lift mail. 1329 F/L Ships stores. 1335 L/L Ships stores, 2 pallets loaded. 1319-1335 2nd Elect reports: EDG ran SAT. 1356 ERC reports SAT Ahead and Astern Test. 1400 Pre-Departure GMDSS Test SAT IAW 47 CFR 80.1105(i)(2). 1401 Pitch Test SAT. 1404 EOT Test SAT. 1422 Steering Gear Tests SAT in All Modes. 1500 Liberty Expires for all hands. 1513 Ships translator away. As the watch ends the vessel is in a calm harbor conditions with light N'y breeze under cloudy skies with good visibility. 1545 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 13, 2018 16:00

1600-2000 Vessel securely moored as before. Tug "NAKAGASUKU MARU" alongside to starboard made fast with 1 tug's line to forward starboard side tank deck bollard. On watch (b)(3), (b)(6) as watch officer with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) alternating as gangway security and roving patrol (b)(7)(F). (b)(7)(F) 1545 All ashore going ashore. 1551 Master Pilot Exchange completed IAW 33 CFR 157.455(b). 1554 (b)(3), (b)(6) reported shoreside brow discharged and port side hydraulic side port doors secured for sea. 1558 Starboard side tank deck pilot ladder rigged 3 meters above water. 1600 Set Sea, Anchor, and Maneuvering Details. Deck Department Fore and Aft.

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Stand By Engines (SBE). Completed satisfactory test of ship's general alarm and whistle IAW 33 CFR 164.25. Sliding watertight doors closed from the bridge IAW SMS Checklist 7.2-001-01-AO T-AO Departure Checklist. 1601 Cargo Mate (b)(3); (b)(6) completed satisfactory inspection of starboard side tank deck pilot ladder. 1603 All stations manned and ready. Both anchors ready to let go. SMS Departure Checklist 7.2-001-01-AO completed; Master notified. 1604 Tug "AWASE MARU" made fast with one tug's line to starboard quarter. Commenced taking in lines fore and aft. 1612 Last line. Pilot M. Kinjo at conn. Vessel is steering various courses per course recorder and various speeds per bell book. 1616 Bridge control BME. 1625 Bow clear of dolphin to port. 1634 Forward tug cast off and away. 1635 Aft tug cast off and away. 1636 Captain G. Kirk at conn. (b)(3); (b)(6) under instruction. Pilot below. AIS set to transmit mode. 1638 Tug "NAKAGUSUKU MARU" alongside to starboard for pilot embarkation. Pilot away on tug via starboard side tank deck pilot ladder. 1640 Tug safely away to starboard. 1642 Pilot ladder secured for sea. 1648 Departure taken for Voyage 20-18 in position L 26° 15.9'N, LON 127° 54.8'E with Tsuken Jima Breakwater at 144.0°PGC, Taira-Sone Light at 257°PGC, and Army Pier at 1.7nm; UKC 16.5m. 1654 (b)(3); (b)(6) assumed navigation duties for supper relief. 1709 Nakagusuku LT abeam to starboard. 1712 RW Buoy abeam to port. 1713 AIS set to receive only mode. 1715 Both anchors secured for sea. 1716 Secured Sea, Anchor, and Maneuvering Details. 1720 (b)(3); (b)(6) assumed navigation duties. 1721 (b)(3); (b)(6) at conn steering 112° PGC, 123° PSC with port steering unit online and BME at 60%. Captain below. 1723 Switched from port steering unit to starboard steering unit. 1740 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1942 (b)(3); (b)(6) completed a round of the vessel; all secure. As the watch ends the vessel is in a slight sea under overcast skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

November 13, 2018 20:00

2000-2400 Vessel is underway as before steering course 112° PGC, 123° PSC in hand steering on starboard steering unit with 60% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2020 C/C 117 PGC, 130 PGC. 2110 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2209 C/C 114 PGC, 125 PSC. 2225 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2304 C/C 111 PGC, 122 PSC. 2330 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2345 As Watch ends, the vessel is in slight seas with a moderate N'ly breeze under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 13, 2018 23:59

Approved on Monday, November 19, 2018 18:18 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Wednesday, November 14, 2018

0000-0400 Vessel underway in the Philippine Sea on voyage 20-18. Steering 111 PGC, 122 PSC as before in hand with the starboard steering unit engaged. Online: Both Main Engines at 60% in Mode 2, PTO #2 with SSDG #4, and SSDG # 3 on standby. Vessel observing ZD -9(I). Captain Garth Kirk in command of 18 CIVMAR Officers, 63 CIVMARs, 1 Rider, and 4 Cadets for a total of 86 souls onboard. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0100 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0142 C/C 138 PGC, 150 PSC for MODLOC. 0215 C/C 242 PGC, 245 PSC for traffic avoidance. 0222 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0330 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. As Watch ends, the vessel is in slight seas with a strong NW'ly breeze under cloudy skies with good visibility. 0345 Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

November 14, 2018 04:00

0400-0800 Vessel is underway as before steering course 242° PGC, 245° PSC in hand steering on starboard steering unit with BME at 60%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0632 Sunrise. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with moderate NNE'ly breeze (b)(3); (b)(6) under cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 14, 2018 08:00

0800-1200 Vessel is underway as before steering course 120° PGC, 132° PSC in hand steering on starboard steering unit with 60% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0752 Master grants permission to commence GFE evolution on SWBT 4S. 0805-0810 Tank Pre-Entry and Rescue Safety Brief conducted. 0815 Cargo Mate reports: Conducted Gas Analyzer Drop Test in SWBT 4S; Test SAT. 0818 Cargo Mate enters SWBT 4S. 0823 Cargo Mate exits SWBT 4S. 0840 Gas Free Certificate Number 021 -2018 issued for SWBT 4S - SAFE FOR PERSONNEL, IAW SMS Checklist 2.1-020-01-ALL Rev 0.3, valid through 15Nov18. 0841 Confined Space Entry Checklist and Permit completed for SWBT 4S, IAW SMS Checklist 2.1-001-01-ALL. Rescue Plan developed 13Nov@1900. 0845 Gas Free Cert 021-2018 posted at SWBT 4S. 0900 Signal sounded for Fire and Emergency Drill. Position: 25-26.5' N, 130-10.8' E. Class Alpha fire simulated in Fork Truck Shop (01--29-0). QRT and Zone 1 set boundary control and secured space. Repair 1 donned fire fighting equipment and simulated fighting fire with hoses. PCRT responded to casualty report in Fork Truck Shop. Repair 3, Zone 2, and Zone 3 conducted shoring/patching training on fantail IAW 46 CFR199.180(c)(2)&.180(f). 0907 C/C 270 PGC, 274 PSC. 0912 Cargo Bosun reported 2 souls entered SWBT 4S. 0927 Secured from Fire and Emergency Drill. 0930 Signal sounded for Abandon Ship Drill. Boat Commanders took muster, conducted training and inspected personnel. IAW 46 CFR199.180(c)(2)&.180(d). 0954 Secured from Abandon ship Drill. 1002 CHENG entered SWBT 4S. 1018 Cargo Bosun reported all 3 souls exited SWBT 4S safely. 1024 Chief

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Mate reported completion of Emergency and Boat Drill de-brief from 1000-1024. 15 personnel present for 6.0 M/Hrs. 1035 C/C 155PGC, 159 PSC. 1045 Switched to Port Steering Unit. 1145 As Watch ends, the vessel is in slight seas with a gentle E'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 14, 2018 12:00

1200-1600 Vessel is underway in the North Pacific Ocean as before steering course 152° PGC, 162° PSC in hand steering on starboard steering unit with BME at 60%, enroute UNREP with DD-118 JS FUYUZUKI. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1159 D/S to 50% on BME. 1212 (b)(3), (b)(6) reports SOT Complete STA 7. 1220 SAT Steering Gear Test Completed in all modes, switch to port steering unit. 1220 Captain on the bridge. C/C 240 PGC, 244 PSC for R/C. 1252 I/S 52% on BME. 1300 Set UNREP Condition 1 and UNREP Maneuvering Detail for DD-118 JS FUYUZUKI. 1310 DD-118 is stem to stern on starboard. 1310 All Stations Manned and Ready. 1311 DD-118 A/S to Starboard. 1317 Spanwire connected STA 7. 1319 STA 7 has communications with DD-118. Emergency breakaway procedures discussed and understood. 1322 Probe seated. 1326 Start pumping DFM at STA 7, Lat: 24-55.1N, Long: 129-48.9E. 1416 Stop pumping DFM at STA 7, Lat: 24-49.5N, Long: 129-38.3E. 1419 Gravity drain complete. 1419 UNREP Complete. 1421 Spanwire Detensioned, probe released. 1423 Spanwire released. 1426 Paperwork in hand DD-118. 1428 P&D in the water. 1428 All lines clear to starboard. 1430 All stations secured for sea. Secured from UNREP Condition 1 and UNREP Maneuvering Detail. 1435 (b)(3), (b)(6) assumes the conn. 1439 I/S to 55% on BME. 1439 Captain strikes below. 1442 (b)(3), (b)(6) and (b)(3), (b)(6) enter 4 Starboard SWB. 1447 C/C 028 PGC, 032 PSC. 1447 Switch to starboard steering unit. 1447 I/S to 60% on BME. 1500 Cargo Mate (b)(3), (b)(6) completed a Pre-Transfer Conference for Cargo Fuel Transfer to Chief's F.O. Tanks from 1450 to 1500. 14 personnel for 2.33 personnel hours. As the watch ends the vessel is in a slight sea with a moderate NE'ly breeze under partly cloudy skies with good visibility. 1545 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 14, 2018 16:00

1600-2000 Vessel is underway as before steering course 028° PGC, 032° PSC in hand steering on starboard steering unit with BME at 60%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1548 (b)(3), (b)(6) and (b)(3), (b)(6) exited SWBT #4S. 1600 UNREP Bosun entered SWBT #4S. 1639 Secured transferring cargo fuel to Chief's F.O. tanks in position L 25° 12'N, LON 129° 45'E. 1645 (b)(3), (b)(6) at conn for supper relief. 1700 C/C to 345° PGC, 348° PSC to maneuver for traffic. 1715 (b)(3), (b)(6) at conn. 1724 Azimuth of the sun observed on port repeater. Gyro error determined to be 0.7°W. 1732 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1756 Cargo Mate reported SWBT #4S tank top closed and butterworth plates secured. 1800 Cargo Mate reported all fuel hoses at STA 2 have been hydrostatically tested and stenciled IAW 33 CFR 154.50 and 33 CFR 156.170(c)(1) and (f)(3). 1815 C/C to 180° PGC, 185° PSC to remain within MODLOC. 1942 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a moderate NE'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

Wednesday, November 14, 2018

(b)(3), (b)(6)

November 14, 2018 20:00

2000-2400 Vessel is underway as before steering course 180° PGC, 185° PSC in hand steering on starboard steering unit with 60% on BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1950 C/C 000 PGC, 000 PGC. 2110 (b)(3), (b)(6) completed rounds about the vessel; all secure. 2225 (b)(3), (b)(6) completed rounds about the vessel; all secure. 2305 C/C 180 PGC, 185 PSC. 2330 (b)(3), (b)(6) completed rounds about the vessel; all secure. 2345 As Watch ends, the vessel is in slight seas with a moderate ENN'ly breeze under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 14, 2018 23:59

Approved on Monday, November 19, 2018 18:18 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Thursday, November 15, 2018

0000-0400 Vessel underway in the Philippine Sea on voyage 20-18. Steering 180 PGC, 185 PSC as before in hand with the starboard steering unit engaged. Online: Both Main Engines at 60% in Mode 2, PTO #2 with SSDG #4, and SSDG # 3 on standby. Vessel observing ZD -9(I). Captain Garth Kirk in command of 18 CIVMAR Officers, 63 CIVMARs, 1 Rider, and 4 Cadets for a total of 86 souls onboard. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0100 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0100 W/O Completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0145 C/C 000 PGC, 003 PSC for MODLOC. 0220 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0330 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. As the watch ends the vessel is in a slight sea with moderate NE'ly breeze under cloudy skies with good visibility. 0345 Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

November 15, 2018 04:00

0400-0800 Vessel is underway as before steering course 000° PGC, 003° PSC in hand steering on starboard steering unit with BME at 60%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0633 Sunrise. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with moderate NE'ly breeze under partly cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 15, 2018 08:00

0800-1200 Vessel is underway as before steering course 180° PGC, 186° PSC in hand steering on starboard steering unit with 60% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0858 C/C 050 PGC, 054 PSC. 0945 Commenced Internal Lube Oil Transfer. Smoking lamp extinguished. 1018 Captain on Bridge for Emergency Steering Training from 1008-1018. 4 personnel present for 0.7 M/Hrs. 1030 (b)(3); (b)(6) conducted Pre-UNREP Safety Brief/Conference from 1015 -1030. 17 personnel present for 4.25 personnel hours. 1133 Conducted Steering Casualty Drill with 08x12 Watchstanders, Captain, Chief Mate, and First Engineer from 1055-1133. Sounded Steering Casualty Alarm and Bridge shifted control to Aft Steering IAW COMSCINST 3120.2. 7 personnel present for 4.4 M/Hrs. 1144 Completed SAT test of Steering Gear in all modes IAW SMS Checklist 7.4-007-01-AO. Switched to Port Steering Unit for UNREP. 1145 As Watch ends, the vessel is in slight seas with a moderate ENE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 15, 2018 12:00

1200-1600 Vessel is underway in the North Pacific Ocean as before steering course 235° PGC, 237° PSC in

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hand steering on port steering unit with BME at 60%, enroute UNREP with (b)(7)(F). Vessel currently internally transferring lube oil. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1145 Secure from Lube Oil Transfer, Lat: 25-00N, Long: 135-00E. 1304 C/C 152 PGC, 162 PSC. 1330 Captain on the bridge. 1341 C/C 325 PGC, 330 PSC for R/C. 1346 D/S 55% on BME. 1400 Set UNREP Condition 2. Set the UNREP Maneuvering Detail. 1405 C/M assumes the conn. 1409 All stations manned and ready. 1413 Stem to stern to starboard with CG-62. 1413 CG-62 A/S to starboard. 1423 P&D reports ship to ship communications SAT. Emergency Breakaway Procedures discussed and understood. 1428 Spanwire connected STA 7. 1431 CO to CO communications SAT. Emergency Breakaway Procedures discussed and understood. 1436 Probe seated. Commence pumping DFM at STA 7, LAT: 25-07.5N, Long: 129-52.0E. 1450 Start pumping JP-5 at STA 7, Lat: 25-07.9N, Long: 129-51.6E. 1502 Stop pumping JP-5 at STA 7, Lat: 25-09.9N, Long: 129-49.8E. 1545 (b)(3), (b)(6) relieves (b)(3), (b)(6) as HSO.

(b)(3), (b)(6)

November 15, 2018 16:00

1600-2000 Vessel is underway as before steering course 325° PGC, 330° PSC in hand steering on port steering unit with BME at 55%. Vessel is conducting UNREP with (b)(7)(F) alongside to starboard. Vessel is pumping DFM at Station 7. Chief Mate at conn. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1556 (b)(3), (b)(6) relieved (b)(3), (b)(6) in Aft Steering. 1602 Stopped pumping DFM at Station 7 in position L 25° 20.1'N, LON 129° 41.0'E. 1606 UNREP completed at Station 7. Emergency breakaway drill to starboard. 1608 Detensioned Station 7. Spanwire disconnected. 1609 All lines clear to starboard. 1610 USS CHANCELLORSVILLE (CG-62) away and clear to starboard. 1612 (b)(3), (b)(6) at conn. 1614 Secure from EMCON. 1615 Station 7 secured for sea. 1616 Secured UNREP Condition 1 and UNREP Maneuvering (b)(3), (b)(6). 1621 I/S to 61% BME. 1624 Captain below. 1654 (b)(3), (b)(6) at conn for supper relief. 172 (b)(3), (b)(6) t conn. 1733 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 194 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a fresh ENE'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 15, 2018 20:00

2000-2400 Vessel is underway as before steering course 323° PGC, 328° PSC in hand steering on starboard steering unit with 61% on BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 2110 (b)(3), (b)(6) completed rounds about the vessel; all secure. 2125 C/C 320 PGC, 325 PSC. 2225 (b)(3), (b)(6) completed rounds about the vessel; all secure. 2328 C/C 316 PGC, 321 PSC. 2330 (b)(3), (b)(6) completed rounds about the vessel; all secure. 2345 As Watch ends, the vessel is in slight seas with a moderate E'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 15, 2018 23:59

Approved on Monday, November 19, 2018 18:18 by Kirk, Garth

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Report Date: Saturday, February 08, 2020 23:12

Thursday, November 15, 2018**Reviewer's Comments**

Reviewed By

Date

Approved By

Date

Friday, November 16, 2018

0000-0400 Vessel underway in the North Pacific Ocean East China Sea (b)(3), (b)(6) on voyage 20-18. Steering 320 PGC, 325 PSC as before in hand with the starboard steering unit engaged. Online: Both Main Engines at 61% in Mode 2, PTO #2 with SSDG #4, and SSDG # 3 on standby. Vessel observing ZD -9(I). Captain Garth Kirk in command of 18 CIVMAR Officers, 63 CIVMARs, 1 Rider, and 4 Cadets for a total of 86 souls onboard. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3), (b)(6). 0020 C/C 322 PGC, 327 PSC for track maintenance. 0100 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0100 W/O Completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0106 C/C 315 PGC, 320 PSC for traffic avoidance and WP. 0200 Vessel enters the East China Sea (b)(3), (b)(6) 0220 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0330 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. As the watch ends the vessel is in a moderate sea with a fresh ESE'ly breeze under cloudy skies with good visibility. 0345 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 16, 2018 04:00

0400-0800 Vessel is underway as before steering course 315° PGC, 320° PSC in hand steering on starboard steering unit with BME at 61%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0625 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0654 Sunrise. As the watch ends the vessel is in a moderate sea with fresh SE'ly breeze under overcast skies with good visibility. 0745 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 16, 2018 08:00

0800-1200 Vessel is underway as before steering course 306° PGC, 312° PSC in hand steering on starboard steering unit with 61% on BME's. On Watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0850 Commenced Internal Fuel Transfer. 0858 C/C 315 PGC, 321 PSC. 0900 Secured from Internal Fuel Transfer. 1006 Completed SAT test of Steering Gear in all modes IAW SMS Checklist 7.4-007-01-AO. Switched to Port Steering Unit for UNREP. 1027 C/C 250 PGC, 356 PSC. 1030 (b)(3), (b)(6) conducted Pre-UNREP Safety Brief/Conference from 1015 to 1030. 20 personnel present for 5.0 personnel hours. 1033 C/C 310 PGC, 315 PSC. 1145 As Watch ends, the vessel is in moderate seas with a fresh W'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 16, 2018 12:00

1200-1600 Vessel is underway in the East China Sea as before steering course R/C 310° PGC, 315° PSC in hand steering on port steering unit with BME at 61%. (b)(7)(F) making her approach.

Friday, November 16, 2018

On watch: (b)(3); (b)(6) as Watch Officer, (b)(3); (b)(6) as HSO, with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1230 Set UNREP Condition 1. Set the UNREP and Maneuvering Detail. 1235 C/M has the conn U/I of Captain Kirk. 1241 All stations manned and ready. 1245 (b)(7)(F) commenced approach to starboard. 1246 DDG-54 bow to stern to starboard. 1308 P&D connected. 1310 CO to CO communications SAT. Emergency Breakaway Procedures discussed. 1323 Messenger in hand STA 1. 1331 Spanwire connected STA 1. 1335 Spanwire tensioned STA 1. 1340 Probe seated. 1343 Start pumping DFM STA 1, Lat: 29-17.3N, Long: 125-42.6E. 1515 Stop pumping DFM STA 1, Lat: 29-29.9N, Long: 125-25.9. 1516 Gravity drain complete. 1519 Emergency breakaway drill to starboard. 1520 Probe unseated, spanwire released. 1521 All lines clear to port. 1522 (b)(7)(F) ahead and away safely to starboard. 1529 STA 1 Secured for sea. 1530 Secured from UNREP Condition 1. Secured the UNREP maneuvering detail. 1530 (b)(3); (b)(6) relieves (b)(3); (b)(6).

(b)(3); (b)(6)

November 16, 2018 16:00

1600-2000 Vessel is underway as before steering course 150° PGC, 032° PSC in hand steering on starboard steering unit with BME at 58%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1545 Switched from port steering unit to starboard steering unit. 1642 I/S to 63% BME. 1648 I/S to 67% BME. 1700 (b)(3); (b)(6) at conn for supper relief. 1724 (b)(3); (b)(6) at conn. 1742 Sunset. Set condition cruising. Navigation lights bright and SWTD's closed. 1812 I/S to 74% BME. C/C to 160° PGC, 170° PSC to maneuver for traffic. 1827 C/C to 140° PGC, 150° PSC to maneuver for traffic. 1842 C/C to 160° PGC, 170° PSC to maneuver for traffic. 1854 C/C to 150° PGC 160° PSC to return to track line. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea under overcast skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 16, 2018 20:00

2000-2400 Vessel is underway as before steering course 150° PGC, 160° PSC in hand steering on starboard steering unit with 74% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2050 C/C 154 PGC, 160 PSC. 2003 C/C 171 PGC, 181 PSC. 2059 D/S 67%. 2110 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2115 I/S 73%. 2225 C/C 173 PGC, 180 PSC. 2225 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2300 Ship's clocks retarded 20 minutes to reflect ZD -8H 40M. 2340 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2343 C/C 171 PGC, 180 PSC. 2350 As Watch ends, the vessel is in slight seas with a moderate NW'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 16, 2018 23:59

Approved on Monday, November 19, 2018 18:18 by Kirk, Garth

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Report Date: Saturday, February 08, 2020 23:12

Friday, November 16, 2018**Reviewer's Comments**

Reviewed By

Date

Approved By

Date

Saturday, November 17, 2018

0000-0400 Vessel underway in the East China Sea on voyage 20-18. Steering 171 PGC, 180 PSC as before in hand with the starboard steering unit engaged. Online: Both Main Engines at 73% in Mode 2, PTO #2 with SSDG #4, and SSDG # 3 on standby. Vessel observing ZD -8H 20M(I). Captain Garth Kirk in command of 18 CIVMAR Officers, 63 CIVMARs, 1 Rider, and 4 Cadets for a total of 86 souls onboard. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0100 W/O Completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0110 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0147 C/C 177 PGC, 185 PSC for WP. 0245 C/C 175 PGC, 183 PSC for track maintenance. 0255 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0330 Kume-jima abeam to port. 0415 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0406 C/C 173 PGC, 181 PSC for track maintenance. As the watch ends the vessel is in a slight sea with moderate N'ly breeze under partly cloudy skies with good visibility. 0425 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 17, 2018 04:00

0400-0800 Vessel is underway as before steering course 173° PGC, 181° PSC in hand steering on starboard steering unit with BME at 73%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0500 Ship's clocks retarded 20 minutes to reflect ZD -8H 00M. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0524 C/C to 212° PGC, 215° PSC as per charted track line. 0552 Sunrise. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0636 Steering casualty on starboard steering unit in hand steering. Switched to Non-Follow Up (NFU); no rudder response. Switched to port steering unit; rudder responded to Non-Follow Up (NFU) and hand steering. 0702 1st A/E in aft steering for troubleshooting. Steering control transferred to Aft Steering. Starboard steering unit online. 0703 Steering control transferred to bridge. Port steering unit online in hand. 0712 Steering control transferred to Aft Steering for troubleshooting. 0716 Steering control transferred to bridge. Port steering unit online in hand. As the watch ends the vessel is in a slight sea with moderate N'ly breeze under partly cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 17, 2018 08:00

0800-1200 Vessel is underway as before steering course 207° PGC, 211° PSC in hand steering on port steering unit with 73% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0841 De-clutched SME. I/S 75%. 0843 I/S 78%. 0847 SME set to FWE. 0849 C/C 226 PGC, 229 PSC. 0911 D/S 76%. 1015 Ship Bosun reported safety pins set in Lifeboats 1, 2, 3, and 4 for inspection. 1020 I/S 78%. 1033 ERC reported SAT test of REEFER alarms. 1035 I/S 80%. 1037 C/C 229 PGC, 232 PSC. 1040 1A/E reported Aft Steering took control on Starboard Steering Unit. 1041 I/S 82%. 1111 C/C 227 PGC, 230 PGC. 1115 Bridge took control on Starboard Steering Unit. Helm placed in Auto Pilot. 1145 As Watch ends, the vessel is in moderate seas with a fresh W'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

Saturday, November 17, 2018

(b)(3); (b)(6)

November 17, 2018 12:00

1200-1600 Vessel is underway in the East China Sea as before steering course 227° PGC, 230° PSC in auto pilot steering on port steering unit with PME at 81%, trailing starboard shaft. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1158 C/C 220 PGC for avoidance. 1200 SAT test of ships whistle and general alarm. 1209 C/C 230 PGC, 232 PSC for track maintenance. 1217 I/S 83% on PME. 1226 C/C 227 PGC, 230 PSC for track maintenance. 1228 I/S 84% on PME. 1300 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1345 MSO reports: Quarterly/ Change of Command Controlled Substance Inventory Conducted by CSIV Board Members, no discrepancies. 1400 I/S 85% on PME. 1412 I/S 86% on BME. 1420 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1440 Captain takes the conn for traffic avoidance of erratic fishing boat 1444 (b)(3); (b)(6) has the conn 245 PGC. 1452 C/C 227 PGC, 219 PSC for track maintenance. 1512 D/ (b)(7)(F) on PME. 1515 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. As the watch ends the vessel is in a slight sea E'ly breeze under partly cloudy skies with good visibility. 1545 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 17, 2018 16:00

1600-2000 Vessel is underway as before steering course 227° PGC, 219° PSC in auto pilot on starboard steering unit with PME at 86%; trailing starboard shaft. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1548 R/S to 85% PME. 1605 R/S to 84% BME. 1657 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. I/S to 86% BME. 1700 3/O (b)(6) at conn for supper relief. 1730 (b)(3); (b)(6) at conn. 1744 R/S to 84% BME. 1750 R/S to 82% BME. 1755 R/S to 80% BME. 1800 R/S to 78% BME. 1805 R/S to 76% BME. SME clutched in. 1810 R/S to 73% BME. 1812 Bridge control BME at 73%. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a gentle ESE'ly breeze under overcast skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 17, 2018 20:00

2000-2400 Vessel is underway as before steering course 229° PGC, 230° PSC in auto pilot on starboard steering unit with 73% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2005 C/C 232 PGC, 233 PSC. 2043 Switched to hand steering. 2110 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2115 C/C 229 PGC, 231 PSC. 2225 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2330 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2331 C/C 232 PGC, 235 PSC. 2345 As Watch ends, the vessel is in slight seas with a gentle E'ly breeze under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

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Saturday, November 17, 2018

(b)(3); (b)(6)

November 17, 2018 23:59

Approved on Monday, November 19, 2018 18:19 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Sunday, November 18, 2018

0000-0400 Vessel underway in the Philippine Sea on voyage 20-18. Steering 230 PGC, 231 PSC as before in hand with the starboard steering unit engaged. Online: Both Main Engines at 73% in Mode 2, PTO #2 with SSDG # 3 on standby. Vessel observing ZD -8(H). Captain Garth Kirk in command of 18 CIVMAR Officers, 63 CIVMARS, 1 Rider, and 4 Cadets for a total of 86 souls onboard. On watch: (b)(3), (b)(6) with (b)(3), (b)(6) and (b)(3), (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3), (b)(6). 0054 C/C 228 PGC, 228 PSC for track maintenance. 0100 W/O Completes SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0100 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0130 C/C 226 PGC, 226 PSC for track maintenance. 0200 Level 1 Query by CG-119. Captain informed. 0220 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0320 C/C 218 PGC, 220 PSC for WP. As the watch ends the vessel is in a slight sea with a gentle SE'ly breeze under partly cloudy skies with good visibility. 0345 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 18, 2018 04:00

0400-0800 Vessel is underway as before steering course 218° PGC, 220° PSC in hand steering on starboard steering unit with BME at 73%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0404 C/C to 205° PGC, 207° PSC to maneuver for traffic. 0505 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0508 C/C to 212° PGC, 215° PSC to return to track line. 0606 Sunrise. 0625 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0635 C/C to 205° PGC, 206° PSC to maneuver for traffic. As the watch ends the vessel is in a slight sea with fresh ENE'ly breeze under cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 18, 2018 08:00

0800-1200 Vessel is underway as before steering course 204° PGC, 205° PSC in hand steering on starboard steering unit with 73% on BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0844 C/C 210 PGC, 211 PSC. 0900 CGOMATE reports all fuel hoses at STA 7 have been hydrostatically tested, stenciled IAW 33 CFR 154.500 and 33 CFR 156.170(c) (1) & (f)(3). 0909 C/C 215 PGC, 215 PSC. 1010 I/S 75%. 1047 C/C 230 PGC, 231 PSC. 1101 C/C 225 PGC, 226 PSC. 1115 C/C 215 PGC, 216 PSC. 1133 I/S 76%. 1145 As Watch ends, the vessel is in moderate seas with a fresh ESE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 18, 2018 12:00

1200-1600 Vessel is underway in the East China Sea as before steering course 215° PGC, 216° PSC in hand steering on starboard steering unit with BME at 76%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1153 C/C 200 PGC, 202 PSC for track

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maintenance. 1245 C/C 197 PGC, 200 PSC for track maintenance. 1300 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1318 I/S 77% on BME. 1330 C/C 195 PGC, 198 PSC for track maintenance. 1412 C/C 198 PGC, 200 PSC for track maintenance. 1520 C/C 200 PGC, 203 PSC for track maintenance. 1520 D/S 76% on BME. As the watch ends the vessel is in a slight sea with fresh W'ly breeze under cloudy skies with excellent visibility. 1545 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 18, 2018 16:00

1600-2000 Vessel is underway as before steering course 200° PGC, 203° PSC in hand steering on starboard steering unit with BME at 76%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1600 CGOMATE reported all fuel hoses at STA 1 have been (b)(3); (b)(6) statically tested, stenciled IAW 33 CFR 154.500 and 33 CFR 156.170(c) (1) & (f)(3). 1630 (b)(3); (b)(6) conducted a Pre-Arrival Navigation Brief from 1615 to 1630 IAW SMS Checklist 7.2-002-01-AO, T-AO Arrival Checklist. 13 personnel for 3.3 man hours. Computed arrival drafts IAW 33 CFR 164.25: FWD 28'01" MID 30'05" AFT 32'06". Computed maximum draft IAW 46 CFR 35.20-5: 32'06". Computed Under Keel Clearance (UKC) IAW 33 CFR 157.455: 8'10". 1658 (b)(3); (b)(6) at conn for supper relief. 1721 (b)(3); (b)(6) at conn. 1724 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1906 C/C to 180° PGC, 184° PSC to maneuver for traffic. 1928 C/C to 198° PGC, 201° PSC to return to track line. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a smooth sea with a gentle NNW'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 18, 2018 20:00

2000-2400 Vessel is underway as before steering course 201° PGC, 204° PSC in hand on starboard steering unit with 74% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2110 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2111 C/C 197 PGC, 200 PSC. 2218 C/C 206 PGC, 208 PSC. 2224 C/C 195 PGC, 197 PSC. 2225 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2248 C/C 180 PGC, 185 PSC. 2330 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2345 As Watch ends, the vessel is in slight seas with a gentle NNE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 18, 2018 23:59

Approved on Monday, November 19, 2018 18:19 by Kirk, Garth
Reviewer's Comments

Sunday, November 18, 2018

Reviewed By	Date	Approved By	Date
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Monday, November 19, 2018

0000-0400 Vessel underway enroute Subic Bay, Philippines on voyage 20-18. Steering 180 PGC, 190 PSC as before in hand with the starboard steering unit engaged. Online: Both Main Engines at 74% in Mode 2, PTO #2 with SSDG # 3 on standby. Vessel observing ZD -8(H). Captain Garth Kirk in command of 18 CIVMAR Officers, 63 CIVMARs, 1 Rider, and 4 Cadets for a total of 86 souls onboard. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) alternating between helm, lookout and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0018 C/C 190 PGC for traffic avoidance. 0035 C/C 162 PGC, 167 PSC for WP. 0100 W/O Completes SAT Pre-Arrival Test of GMDSS System IAW 47 CFR 80.1105(i)(2). 0100 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0220 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0220 C/C 150 PGC for traffic avoidance. 0236 C/C 166 PGC, 172 PSC for track maintenance. 0312 C/C 163 PGC, 169 PSC for track maintenance. As the watch ends the vessel is in a smooth sea with a gentle E'ly breeze under partly cloudy skies with good visibility. 0345 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 19, 2018 04:00

0400-0800 Vessel is underway as before steering course 218° PGC, 220° PSC in hand steering on starboard steering unit with BME at 73%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0542 C/C to 090° PGC, 094° PSC as per charted track line. 0601 Sunrise. 0554 Confirmed 0800 pilot with Subic Port Control on VHF 16/11 IAW SMS Checklist 7.2-002-01-AO T-AO Arrival Checklist. 0600 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0618 Called Subic Port Control on VHF 16/11. Vessel is delayed. Instructed to be abeam Grande Island at 0815. R/S to 50% BME. Watch Officer made 1MC announcement informing crew to anticipate setting Sea, Anchor, and Maneuvering Details at 0745. 0624 R/S to 40% BME. 0613 Completed satisfactory test of steering gear in all modes IAW 33 CFR 164.25. 0620 Completed satisfactory test of Emergency Deisel Generator (EDG) from 0605-0620 IAW 33 CFR 164.25. 0633 Completed satisfactory test of engines ahead and astern IAW 33 CFR 164.25. Completed satisfactory test of Internal Communications IAW 33 CFR 164.25. 0636 I/S to 30% BME. 0639 Completed satisfactory test of Engine Order Telegraph IAW 33 CFR 164.25. 0648 I/S to 50% BME. 0700 Subic Port Control contacted vessel on VHF 16/11. Instructed to be abeam Grande Island at 0800. I/S to 60% BME. 0705 I/S to 64% BME. 0708 C/C to 044° PGC, 048° PSC as per charted track line. 0724 Captain on bridge. 0730 Captain at conn. As the watch ends the vessel is in a smooth sea under partly cloudy skies with good visibility. 0738 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 19, 2018 08:00

0800-1200 Vessel is underway as before steering various courses and speed changes for Arrival Subic Bay, Philippines. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0745 Set Sea, Anchor, and Maneuvering Detail. 0756 Cargo Mate (b)(3); (b)(6) completed a satisfactory inspection of starboard side tank deck pilot ladder. 0800 Arrival taken for Voyage 20-18 in position L14° 46.5'N, LON 120° 12.8'E with Grande Island bearing 124.0° PGC at 0.54nm. 0814 Tug I LONGO alongside to starboard for pilot embarkation. Pilot on ladder. 0815 (b)(3); (b)(6)

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(b)(3), (b)(6) aboard. Apprentice pilot on ladder. (b)(3), (b)(6) aboard. 0817 Deck Department fore and aft. Tug ILONGO away and clear to starboard. 0819 Bow manned and ready; safety brief given. 0820 Master/Pilot Information exchanged completed. 0821 (b)(3), (b)(6) at conn. Stern manned and ready; safety brief given. 0829 Tug LITIGAT made fast with 1 tug's line to starboard bow. 0832 Tug ILONGO made fast with 1 tug's line to starboard quarter. 0910 First line. 0921 Finished with Wheel (FWW). Finished with Engines (FWE). Aft steering dismissed. 0934 Forward and aft tugs cast off and away. 0940 Pilot and Apprentice Pilot below. 0944 Vessel securely moored port side to Alava Wharf Berths 1, 2, and 3 with 2 head lines, 2 breast lines, and 2 spring lines forward; 2 stern lines, 2 breast lines, and 2 spring lines aft. Secured Sea, Anchor, and Maneuvering Details. 0945 Pilot and Apprentice Pilot discharged. 0951 Captain below. 0951 Safety brief conducted for Cargo and Boom Ops. 0955 Master granted permission to spot port boom. 1010 Arrival Drafts FWD: 28'05" MID: 30'07" AFT: 32'08". 1015 As the Watch ends, vessel is securely moored as before under partly cloudy skies with a light NW'ly breeze. W/O properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 19, 2018 10:15

0800-1200 Continued. 1015 Port Time commences; In Port Watches Set for Licensed and Unlicensed Personnel. Vessel securely moored as before, On watch: (b)(3), (b)(6) as Watch Officer. (b)(3), (b)(6) and (b)(3), (b)(6) rotating as gangway security and rover. 1016 Captain grants permission to on load cargo. 1019 First Lift Cargo. 1022 First Lift Chief Steward's stores. 1024 Liberty granted for all authorized personnel. 1024 The Shift Board has be Posted. The Vessel Will Shift Tomorrow, Tuesday, 20 November @ 1400. All Deck and Engine Department Day working Personnel are Required onboard for the Shift. Licensed and Unlicensed Personnel to Remain on In Port Watches. 1035 (b)(3), (b)(6) (b)(7)(F). 1035 Lat lift Chief Stewards stores; 10 pallets on-loaded. 1043 Last Lift Cargo; 9 pallets on loaded. 1100 W/O completes rounds of the vessel, all in apparent good order. Vessel securely moored as before under cloudy skies with a light E'ly air; (b)(3), (b)(6) retained the watch.

(b)(3), (b)(6)

November 19, 2018 12:00

1200-1600 Vessel securely moored as before. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6) and (b)(3), (b)(6) (b)(7)(F). 1300 W/O completes rounds of the vessel, all in apparent good order. 1218 (b)(3), (b)(6) departs on ships funded leave (b)(3), (b)(6) 1415 BOSN MATE (b)(3), (b)(6) reports: Starboard RHIB Secure for Sea. 1455 (b)(3), (b)(6) returns from training leave. (b)(3), (b)(6) 1545 Vessel is securely moored as before under partly cloudy skies with a light ENE'ly breeze (b)(3), (b)(6) properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 19, 2018 16:00

Monday, November 19, 2018

1600-2000 Vessel securely moored as before. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6) and (b)(3), (b)(6) rotating as gangway and roving security. Gangway in custody of (b)(7)(F)

(b)(3), (b)(6) 1645 W/O completed rounds about the vessel; all secure.

1700 Evening drafts observed and recorded. 1726 Sunset & colors observed, all deck, anchor, security and fueling lights energized. (b)(7)(F) 1800 (b)(3), (b)(6) completed rounds about the vessel; all secure. 1830 W/O completed rounds about the vessel; all secure. 1945 (b)(3), (b)(6) completed rounds about the vessel; all secure. 2000 Vessel is securely moored as before under partly cloudy skies with a light ENE'ly breeze. (b)(3), (b)(6) retained the Watch.

(b)(3), (b)(6)

November 19, 2018 20:00

2000-2400 Vessel securely moored as before. Watch as before. 2050 W/O completed rounds about the vessel; all secure. (b)(7)(F) 2205 (b)(3), (b)(6) reported aboard for duty. 2200 (b)(3), (b)(6) completed rounds about the vessel; all secure. 2245 W/O completed rounds about the vessel; all secure. 2330 (b)(3), (b)(6) completed rounds about the vessel; all secure. 2345 As the Watch ends, vessel is securely moored as before under partly cloudy skies with a light NW'ly breeze. W/O properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 19, 2018 23:59

Approved on Friday, November 23, 2018 13:14 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Tuesday, November 20, 2018

0001-0400 Ship securely moored port side to Alava Wharf Berths 1, 2, and 3, Subic Bay, Philippines with 2 head lines, 2 breast lines, 2 spring lines forward; 2 stern lines, 2 breast lines, 2 spring lines aft. Shoreside gangway positioned at port side port and well lighted with gangway watch in attendance. Rat guards affixed to each set of lines. Floating line of demarkation (FLOD) set out and around outboard on starboard side. Waterline security lights bright. Ship on ship's power. Cell phones, trash removal, ships vehicles, and bus service as per posted schedule. Visitors and contractors aboard as per visitor log. Vessel observing ZD -8 (H). Vessel in FPCON Alpha with additional measures in effect. Duty Engineer is (b)(3), (b)(6). On watch: (b)(3), (b)(6) as watch officer with (b)(3), (b)(6) (b)(7)(F)

0006 A/B(W) Billet 161-06, (b)(3), (b)(6), returned from Ship's Funded Leave. 0012 Watch Officer completed training with (b)(3), (b)(6) on PECOSINST 3100.4 VISITOR POLICY from 0006 to 0012. 2 personnel for 0.2 man hours. 0036 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. (b)(7)(F) 0154 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0205 Cargo Mate (b)(3), (b)(6) completed safety brief for cargo operations. 0206 Captain granted permission to start cargo operations. 0313 First lift of cargo lifted from flight deck to wharf via shore side crane. Vessel securely moored as before under cloudy skies with a light NE'ly air; (b)(3), (b)(6) retained the watch.

(b)(3), (b)(6)

November 20, 2018 04:00

0400-0800 Vessel securely moored as before; watch as before. 0500 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0545 Last lift cargo lifted from flight deck to wharf via shoreside crane. Total 10 containers and 8 pallets offloaded (b)(7)(F) (b)(7)(F) 0602 Sunrise. All deck, anchor, security, and aircraft warning lights extinguished. 0630 Drafts observed: FWD 28'05" MID 30'04" AFT 32'05" LIST 0.25° STBD. 0648 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. As the watch ends, the vessel is securely moored as before under partly cloudy skies, with a light ENE'ly air. 0745 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 20, 2018 08:00

0800-1200 Vessel securely moored as before. On Watch (b)(3), (b)(6) with (b)(3), (b)(6) (b)(3), (b)(6) and (b)(3), (b)(6) rotating as gangway and roving security. (b)(7)(F)

0800 Colors observed. 0815 CGOM reports departure drafts: FWD: 28' 06", MID: 30' 06", AFT: 32' 07"; Maximum draft 32' 07" IAW 46 CFR 35.20-5. Minimum UKC 7'09" IAW 33 CFR 157.455. 0820-0840 (b)(3), (b)(6) completes Navigation Brief with 12 personnel in attendance for a total of 4 personnel hours. 0845 Master grants permission to commence cargo boom operations. 0904 F/L Trash. 0956 L/L trash; 28.0M^3 offloaded. 1004 Secured from

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trash operations. 1006 F/L cargo. 1029 L/L cargo; 13 pallets off-loaded. (b)(3), (b)(6) 1030 Wheel Clearance granted to ERC. (b)(3), (b)(6) 1035 SHIPS (b)(3), (b)(6), departs the ship on leave. 0840-1040 Completed SAT test of Emergency Diesel Generator (EDG). 1045 Boom secured for sea. (b)(3), (b)(6) 1045 SAT test of internal communications IAW 33 CFR 164.25. 1053 1 A/E reports SAT test of propulsion ahead and astern IAW 33 CFR 164.25. 1054 SAT test of EOT. 1112 (b)(3), (b)(6), (b)(3), (b)(6) departs the ship B&B. (b)(3), (b)(6) 1113 Steering Gear tested SAT in all modes IAW 33 CFR 164.25. Vessel securely moored as before under cloudy skies with a light E'ly air; (b)(3), (b)(6) retained the watch.

(b)(3), (b)(6)

November 20, 2018 12:00

1200-1600 Vessel securely moored as before, watch manned as before. 1212 SAT Pre-Departure GMDSS test SAT. IAW 47 CFR 80.1105(i)(2). 1354 Captain on the bridge. 1400 Set Shifting Detail. Set the Maneuvering Detail. 1400 Tug STANFORD A/S to starboard for pilot embarkation. (b)(3), (b)(6) and Apprentice Pilot aboard via starboard side pilot ladder. 1400 SAT test of ships whistle and general alarm. 1407 Tug LIDAGAP M/F 1 line to starboard bow; CGOM reports both anchors ready to let go. 1409 SBE. 1410 Master Pilot Exchange complete. 1410 Tug STANDFORD M/F 1 line to starboard quarter. 1412 Shoreside brow discharged. 1415 All stations manned and ready, aft steering manned by (b)(3), (b)(6) and (b)(3), (b)(6). 1418 Commenced bringing in lines fore and aft. 1426 LAST LINE. (b)(3), (b)(6) at the conn. Courses recorded via course recorder, 1441 Tug STANFORD cast off and away. 1443 Tug LIDAGAP cast off and away. 1524 Starboard anchor let go in position Lat: 14-50.1'N, Long: 120-14.6'E in Anchorage E-4. 1540 Pilot and Apprentice below. 1546 Pilot and Apprentice Pilot safely away on Tug STANFORD via starboard side tank deck pilot ladder. 1550 FWW. 1554 FWE. 1600 Secured Shifting Detail. Vessel is securely anchored in Anchorage E-4, Subic Bay, Philippines. (b)(3), (b)(6) properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 20, 2018 16:00

(b)(3), (b)(6) 000 Vessel engaged in Anchoring Operations. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6) and (b)(3), (b)(6) rotating as gangway and roving security. (b)(7)(F)

(b)(3), (b)(6) 1545 Tug STANFORD alongside for Pilots. 1546 Pilots away safely. 1548 Tug STANFORD away. 1550 FWW. PME and SME declutched, ERC took control of throttles. Aft Steering dismissed. 1554 FWE. 1555 Accommodation ladder swung and lowered to water's edge for liberty boat. 1600 Secured Sea, Anchor, and Maneuvering Detail. VESSEL SECURELY AT ANCHOR IN ECHO 4 ANCHORAGE, SUBIC BAY, PH; STBD ANCHOR LED OUT TO FIVE SHOT AT WATERS EDGE IN 25m WATER WITH MAYANGA ISLAND FL G LIGHT BEARING 247° PGC; 0.58nm. 1606 Captain below. 1650 Evening drafts observed and recorded. 1705 W/O completed Liberty Boat Safety Checklist, discrepancies reported to Chief Mate IAW Liberty Boat Safety Checklist 2.1-022-01-ALL. 1726 Sunset & colors observed, all deck, anchor, security and fueling lights energized. (b)(7)(F) (b)(7)(F) 1800 (b)(3), (b)(6) completed rounds about the vessel; all secure. 1830 W/O completed rounds about the vessel; all secure. 1945 (b)(3), (b)(6) completed rounds about the vessel; all secure. 2000 Vessel is securely moored as before under partly cloudy skies with a light ENE'ly breeze. (b)(3), (b)(6) retained the Watch.

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Report Date: Saturday, February 08, 2020 23:12

Tuesday, November 20, 2018

(b)(3); (b)(6)

November 20, 2018 20:00

2000-2400 Vessel securely anchored as before. Watch as before. 2045 W/O completed rounds about the vessel; all secure. 2200 (b)(3); (b)(6) completed rounds about the vessel; all secure. (b)(7)(F) (b)(7)(F) 2220 W/O completed rounds about the vessel; all secure. 2330 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2345 As the Watch ends, vessel is securely anchored as before under partly cloudy skies with a light NW'ly breeze. W/O properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 20, 2018 23:59

Approved on Friday, November 23, 2018 13:31 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

Wednesday, November 21, 2018

0001-0400 Ship securely at anchor in Echo 4 Anchorage, Subic Bay, Philippines; Starboard anchor led out to five shot at waters edge in 25m water with mayanga island fl g light bearing 247°pGC; 0.58nm; sand and mud bottom; port accommodation ladder swung out and lowered to waters edge with H-Frame attached for launch boat service; accommodation ladder and area well illuminated with gangway watch in attendance. Waterline security lights bright. Ship on ship's power. Cell phones, ships vehicles, and bus service as per posted schedule. Visitors and contractors aboard as per visitor log. Vessel observing ZD -8(H). Vessel in FPCON Alpha with additional measures in effect. Duty Engineer is (b)(3), (b)(6). On watch (b)(3), (b)(6) as watch officer with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) (b)(7)(F)

The Watch is conducting frequent and thorough rounds of vessel to include: Bridge, Gangway, Masters Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Room, Berthing Areas, Laundries, Storage Areas, Holds & Weather Decks.

(b)(7)(F) 0030 Liberty boat alongside at port side H-Frame. 0045 Liberty boat departed port side H-Frame. 0100 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0150 Liberty boat alongside at port side H-Frame. 0202 Libert boat departed port side H-Frame. 0254 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. Vessel securely anchored as before in calm waters under cloudy skies with a light N'ly air; (b)(3), (b)(6) retained the watch.

(b)(3), (b)(6)

November 21, 2018 04:00

0400-0800 Vessel securely anchored as before; watch as before (b)(7)(F)
0506 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0554 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0602 Sunrise. All deck, anchor, security, and aircraft warning lights extinguished. 0633 Liberty boat alongside port side H-Frame. 0636 Port drafts observed: FWD 28'03" MID 30'02" AFT 32'04" LIST 0.25° STBD. STBD drafts observed: FWD 28'04" MID 30'06" AFT 32'06" LIST 0.25° STBD. 0642 Watch Officer completed SMS Checklist 2.1-022-01-ALL Liberty Boat Safety Checklist Revision 1.1 30 June 2009. 0648 (b)(3), (b)(6) assumed Liberty Boat safety rider duty. Liberty boat departed port side H-Frame. As the watch ends, the vessel is securely moored as before under partly cloudy skies, with a light NE'ly air. 0745 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 21, 2018 08:00

0800-1200 Ship securely at anchor in Echo 4 Anchorage, Subic Bay, Philippines. On watch (b)(3), (b)(6) as Watch Officer with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) (b)(7)(F)

0800 Colors observed. 0839 Captain grants permission to conduct RHIB and Lifeboat operations. 0850 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0853 Port RHIB away to port. 0920 Lifeboat #3 away to starboard. 0928 Lifeboat #1 away to starboard. 1000 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 1017 Lifeboat #3 stowed. 1030 Lifeboat #1 stowed. 1042 Lifeboat #4 away to port. 1050 Lifeboat #2 away to port. 1137

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Lifeboat #4 stowed. 1130 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1143 Lifeboat #2 stowed. 1200 Port RHIB stowed. Vessel securely anchored as before in calm waters under cloudy skies, occasional showers, with a light N'y breeze; (b)(3); (b)(6) retained the watch.

(b)(3); (b)(6)

November 21, 2018 12:00

1200-1600 Vessel securely at anchor as before, watch manned as before. 1215 CGO BOSON su (b)(3); (b)(6) working aloft checklist to secure the lifeboats, 03 level IAW SMS Checklist 2.1-014-01-ALL. 1305 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1306 Port RHIB away. 1322 Starboard RHIB away. 1342 The Sailing Board has been posted and reads as follows: The Vessel Shifts Tomorrow, Thursday 22 November @ 0600. All Deck and Engine day workers are required on board for the shift. Licensed and Unlicensed Deck Personnel will remain on In Port Watches. 1345 ENG CADET, (b)(3); (b)(6) Departs the vessel bag and baggage. 1315-1349 Purser Reports: Quarterly Cash Varification SAT. 1350 Starboard RHIB recovered. 1355 Starboard RHIB on deck. 1402 Prime RHIB recovered. 1415 Port and starboard RHIB secure for shift. 1418 The Sailing Board has been changed and reads as follows: The Vessel Shifts Tomorrow, Thursday 22 November @ 0800. All Deck and Engine day workers are required on board for the shift. Licensed and Unlicensed Deck Personnel will remain on In Port Watches. 1419 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 1438 All lifeboats secured for sea. 1438 CGOM reports: Quarterly test of Lifeboat winches, davits, and limit switches SAT. (b)(3); (b)(6) 1530 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. As watch ends vessel securely anchored in calm seas and N'y breeze. 1545 (b)(3); (b)(6) properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 21, 2018 16:00

1600-2000 Vessel securely at anchor in Echo 4 Anchorage, Subic Bay, Philippines. On Watch (b)(3); (b)(6) with (b)(3); (b)(6) and (b)(3); (b)(6) rotating as gangway and roving security (b)(7)(F) (b)(7)(F) 1545 Commenced Working Aloft 06 Helo Tower wiper blades IAW SMS Checklist 2.1-014-01-ALL Working Aloft Checklist. (b)(7)(F) 1630 (b)(3); (b)(6) conducted a Pre-Shift Navigational Brief from 1615 to 1630 IAW SMS Checklist 7.2-002-01-AO, T-AO Departure Checklist. 13 personnel for 3.3 man hours. (b)(3); (b)(6) 1630 Secured from personnel Working Aloft. 1645 W/O completed rounds about the vessel; all secure. 1700 Evening drafts observed and recorded. 1710 W/O completed Liberty Boat Safety Checklist, discrepancies reported to Chief Mate IAW Liberty Boat Safety Checklist 2.1-022-01-ALL. 1726 Sunset & colors observed, all deck, anchor, security and fueling lights energized. 1800 (b)(3); (b)(6) completed rounds about the vessel; all secure. 1830 W/O completed rounds about the vessel; all secure. 1945 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2000 Vessel is securely anchoredmoored (b)(3); (b)(6) as before under partly cloudy skies with a gentle ENE'y breeze (b)(3); (b)(6) retained the Watch.

(b)(3); (b)(6)

November 21, 2018 20:00

Wednesday, November 21, 2018

2000-2400 Vessel securely anchored as before. Watch as before. (b)(7)(F) 2045
W/O completed rounds about the vessel; all secure. 2200 W/O completed rounds about the vessel; all
secure. 2220 W/O completed rounds about the vessel; all secure. 2330 W/O completed rounds about the
vessel; all secure. 2345 As the Watch ends, vessel is securely anchored as before under partly cloudy skies
with a light E'ly breeze. W/O properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 21, 2018 23:59

Approved on Friday, November 23, 2018 13:32 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

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Report Date: Saturday, February 08, 2020 23:12

Thursday, November 22, 2018

0001-0400 Ship securely at anchor in Echo 4 Anchorage, Subic Bay, Philippines; Starboard anchor led out to five shot at waters edge in 25m water with Mayanga Island fl g light bearing 247° PGC; 0.58nm; sand and mud bottom; port accommodation ladder swung out and lowered to waters edge with H-Frame attached for launch boat service; accommodation ladder and area well illuminated with gangway watch in attendance. Waterline security lights bright. Ship on ship's power. Cell phones, ships vehicles, and bus service as per posted schedule. Visitors and contractors aboard as per visitor log. Vessel observing ZD -8(H). Vessel in FPCON Bravo with additional measures in effect. Duty Engineer is (b)(3); (b)(6). On watch: (b)(3); (b)(6) as Watch Officer with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) (b)(7)(F)

The Watch is conducting frequent and thorough rounds of vessel to include: Bridge, Gangway, Masters Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Room, Berthing Areas, Laundries, Storage Areas, Holds & Weather Decks. 0001 Duty Engineer reports engine room rounds complete. 0105 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0200 W/O completes rounds of the vessel, all in apparent good order. 0225 A/B (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. (b)(7)(F) 0345 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0350 W/O completes rounds of the vessel, all in apparent good order. Vessel securely anchored as before in calm waters under cloudy skies, with a light NE'ly breeze; (b)(3); (b)(6) retained the watch.

(b)(3); (b)(6)

November 22, 2018 04:00

0400-0800 Vessel anchored as before, watch manned as before. 0430 SAT Pre Arrival GMDSS Test IAW 47 CFR 80.1105(i)(2). 0500 W/O completes rounds of the vessel, all in apparent good order. 0505 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0605 Wheel clearance granted to ERC. 0603 Sunrise. All deck, anchor and security lights secured. 0625 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. 0632 Start EDG. 0632 Last Liberty Boat Away. 0640 SAT test of EOT IAW 33 CFR 164.25. 0635 Test of Internal Comms SAT IAW 33 CFR 164.25. 0632-0653 Completed SAT test of Emergency Deisel Generator (EDG). 0656 CGOM reports departure drafts: FWD: 28'05", MID: 30'05", AFT: 32'04"; Maximum draft: 32'06" IAW 46 CFR 32.20-5. Minimum UKC 8'06" IAW 33 CFR 157.455. 0703 Propulsion Test SAT IAW 33 CFR 164.25. 0717 Steering Gear tested SAT in all modes IAW 33 CFR 164.25. 0734 Pilot ladder rigged and inspected by CGOM port side 2 meters above the water. 0734 Port side accommodation ladder secure for sea (b)(3); (b)(6) (b)(3); (b)(6) 0745 (b)(3); (b)(6) completes rounds of the vessel, all in apparent good order. As watch ends vessel securely anchored as before in calm waters under cloudy skies, with a light NE'ly breeze. 0745 (b)(3); (b)(6) relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 22, 2018 08:00

0800-1200 Vessel securely at anchor in Echo 4 Anchorage, Subic Bay, Philippines. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6) and (b)(3); (b)(6) rotating as gangway and roving security. (b)(7)(F)

0750 Tug ILONGO alongside to embark Pilots. 0752 Both Pilots aboard safely. 0753 Tug ILONGO away. 0759 Master/ Pilot Exchange completed IAW 33 CFR 157.455(b). 0800 Set Sea, Anchor, and Maneuvering Detail. Deck

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Department forward. Completed SAT of Ship's Whistle and General Alarm IAW 33 CFR 164.25. 0800 Morning Colors observed. 0804 All Stations reported manned and ready. Fire Main online. 0805 Bridge took control of BME's. 0809 Commenced heaving Starboard Anchor. 0815 Avast heaving. 0850 Anchors Aweigh. 0853 Anchor home, break set. 0855 (b)(3); (b)(6) at Conn U/I Captain Kirk. 0858 Both anchors ready to let go. 0908 Tug LIDAGAT made fast one line forward. 0910 Deck Department Aft. 0913 Stern manned and ready, safety brief given. 0914 Tug ILONGO made fast one line port quarter. 0920 Starboard sideport opened. 0927 Secured fire main. 1012 First line. 1035 PME declutched. FWW. FWE. 1100 All lines fast. Vessel securely moored starboard side to Alava Wharf Berths 1, 2, and 3. Both tugs cast off and away. Secured Sea, Anchor, and Maneuvering Details. Fwd and Aft tug's cast off. Secured Sea, anchor, and maneuvering details. 1102 Pilot Below. 1104 Cargo Bosun reported Brow in place and inspected SAT. 1106 Pilot on ladder. Both Pilots safely away to Tug ILONGO. 1115 Captain Kirk below. 1125 Arrival Drafts FWD: 28'07" MID: 30'07" AFT: 32'05". 1135 Liberty granted to all personnel. 1200 Vessel is securely moored as before under partly cloudy skies with a gentle ENE'ly breeze. (b)(3); (b)(6) retained the Watch.

(b)(3); (b)(6)

November 22, 2018 12:00

1200-1600 Vessel securely moored as before; Watch as before. 1250 W/O completed rounds about the vessel; all secure. 1400 (b)(3); (b)(6) completed rounds about the vessel; all secure. 1445 W/O completed rounds about the vessel; all secure. 1540 (b)(3); (b)(6) completed rounds about the vessel; all secure. 1545 As the Watch ends, the vessel is securely moored as before under partly cloudy skies with a light E'ly air. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 22, 2018 16:00

1600-2000 Vessel securely moored as before. On watch: (b)(3); (b)(6) as watch officer with (b)(3); (b)(6) and (b)(3); (b)(6) (b)(7)(F)

1726

Sunset & colors observed. All deck, anchor, security, and aircraft warning lights energized. Set condition cruising main deck and below. Sliding watertight doors closed. (b)(7)(F)
1830 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 1915 Drafts observed: FWD 28'06" MID 30'07" AFT 32'05" LIST 0.25° STBD. 1930 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 1942 (b)(3); (b)(6) completed a round of the vessel; all secure. Vessel securely moored as before under overcast skies with a moderate E'ly breeze. (b)(3); (b)(6) retained the watch.

(b)(3); (b)(6)

November 22, 2018 20:00

2000-2400 Vessel securely moored as before; watch as before. 2100 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. (b)(7)(F)
(b)(7)(F) 2300 Watch Officer completed a round of the vessel including pump room, motor

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rooms, and engine room; all in good order. As the watch ends, the vessel is securely moored as before under partly cloudy skies with a light NE'ly air. 2345 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 22, 2018 23:59

Approved on Friday, November 23, 2018 13:38 by Kirk, Garth
Reviewer's Comments

Reviewed By

Date

Approved By

Date

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Report Date: Saturday, February 08, 2020 23:12

Friday, November 23, 2018

0000-0400 Ship securely moored at Alava Wharf, Subic Bay, Philippines; Starboard side to berth 1, 2 and 3 with six lines forward and six lines aft; shore side brow positioned at starboard side port & well lighted with gangway watch in attendance. Rat guards affixed to each set of lines. Floating line of Demarkation set out and around outboard, port side. Deck lighting and waterline security lights burning bright. Ship on ship's power. Cell phones, trash removal, ships vehicles, and bus service as per posted schedule. Visitors and contractors aboard as per visitor log. Vessel observing ZD -8(H). Vessel in FPCON Bravo with additional measures in effect. Duty Engineer is (b)(3), (b)(6). On watch (b)(3), (b)(6) as watch officer with (b)(3), (b)(6) and (b)(3), (b)(6)

(b)(7)(F)

The Watch is conducting frequent and thorough rounds of vessel to include: Bridge, Gangway, Masters Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Room, Berthing Areas, Laundries, Storage Areas, Holds & Weather Decks (b)(7)(F) 0145 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0200 W/O completes rounds of the vessel, all in apparent good order. 0330 W/O completes rounds of the vessel, all in apparent good order. 0345 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. As watch ends vessel securely moored as before under cloudy skies and a light E'ly breeze. 0400 (b)(3), (b)(6) retains the watch.

(b)(3), (b)(6)

November 23, 2018 04:00

0400-0800 Vessel securely moored as before, watch is manned as before. 0445 W/O completes rounds of the vessel, all in apparent good order. 0545 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0558 (b)(3), (b)(6) Returns from leave. 0600 W/O completes rounds of the vessel, all in apparent good order. 0603 Sunrise. All deck, anchor and security lights secured. 0730 (b)(3), (b)(6) completes rounds of the vessel, all in apparent good order. 0745 Vessel securely moored as before in calm harbor conditions and light NE'ly breeze (b)(3), (b)(6) properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 23, 2018 08:00

0800-1200 Vessel securely moored as before. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6) and (b)(3), (b)(6) rotating as gangway and roving security. (b)(7)(F)

0800 Morning Colors observed. 0808 Cargo Mate conducted safety brief with all Deck Department dayworkers. 0825 The Sailing Board has been Posted and Reads as Follows: THE VESSEL SAILS TOMORROW, SATURDAY, 24 NOVEMBER @ 0700. LIBERTY EXPIRES FOR ALL HANDS SATURDAY, 24 NOVEMBER @ 0600. Sea Watches will commence Saturday, 24 November @ 0001. 0845 Master granted permission to conduct Cargo and Trash Operations. 0848 First lift Cargo, offload. 0853 Last lift Cargo. 0854 First lift Cargo, onload. 1035 CAPTAIN (101-02) RILEY, William D. reported aboard for duty. 1130 Captain William Riley properly relieved Captain Garth Kirk and assumed Command of USNS Pecos (T-AO 197) IAW SMS Checklist 7.3-004-101 Master's Turnover report. 1138 Last lift cargo, onload. 1200 Vessel is securely moored as before under partly cloudy skies with a gentle ENE'ly breeze. (b)(3), (b)(6) retained the Watch.

Friday, November 23, 2018

(b)(3); (b)(6)

November 23, 2018 12:00

1200-1600 Vessel securely moored as before; Watch as before. 1300 W/O completed rounds about the vessel; all secure. 1400 (b)(3); (b)(6) completed rounds about the vessel; all secure. 1409 First lift Trash, offload. 1420 Last lift Trash. Total: 10.0m³. 1500 W/O completed rounds about the vessel; all secure. 1540 (b)(3); (b)(6) completed rounds about the vessel; all secure. 1545 As the Watch ends, the vessel is securely moored as before under partly cloudy skies with a light E'ly air. Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

November 23, 2018 16:00

1600-2000 Vessel securely moored as before. On watch: (b)(3); (b)(6) as watch officer with (b)(3); (b)(6) and (b)(3); (b)(6) (b)(7)(F)

1636

Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 1726 Sunset & colors observed. All deck, anchor, security, and aircraft warning lights energized. Set condition cruising main deck and below. Sliding watertight doors closed. (b)(7)(F)

(b)(7)(F) 1700 Drafts observed: FWD 28'07" MID 30'06" AFT 32'03" LIST 0.25° STBD. 1830 S/U Billet 848-08, (b)(3); (b)(6) departed on Ship's Leave. 1900 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 1942 (b)(3); (b)(6) completed a round of the vessel; all secure. Vessel securely moored as before under cloudy skies with a light NE'ly breeze (b)(3); (b)(6) retained the watch.

(b)(3); (b)(6)

November 23, 2018 20:00

2000-2400 Vessel securely moored as before; watch as before. 2030 Billet EST-1 (b)(3); (b)(6) (b)(3); (b)(6) reported aboard for duty. Billet EST-2 (b)(3); (b)(6) reported aboard for duty. Billet EST-3 (b)(3); (b)(6) reported aboard for duty. Billet EST-4 (b)(3); (b)(6), (b)(3); (b)(6) reported aboard for duty. Billet EST-5 (b)(3); (b)(6) reported aboard for duty. Billet EST-6 (b)(3); (b)(6) reported aboard for duty. Billet EST-7 GM3 (b)(3); (b)(6) reported aboard for duty. Billet EST-8 (b)(3); (b)(6) reported aboard for duty. 2100 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. (b)(7)(F) 2238 Billet 848-01 (b)(3); (b)(6) departed on Ship's Leave. 2300 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. As the watch ends, the vessel is securely moored as before under cloudy skies with a light NE'ly breeze. 2345 Watch Officer properly relieved by (b)(3); (b)(6)

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Report Date: Saturday, February 08, 2020 23:12

Friday, November 23, 2018

(b)(3), (b)(6)

November 23, 2018 23:59

Approved on Monday, December 03, 2018 22:34 by Riley, William D.**Reviewed on Sunday, December 02, 2018 18:54 by** (b)(3), (b)(6)

Reviewed By

Date

Approved By

Date

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Report Date: Saturday, February 08, 2020 23:12

Saturday, November 24, 2018

0000-0400 Ship securely moored STBD side to ALAVA WHARF SUBIC BAY, PH. IAW CTF 73 Quarterly Employment Schedule; dock heading 299°pGC, 303°pSC; with 2 head lines, 2 breast lines and 2 spring lines forward and 2 fwd leading spring lines, 2 aft leading spring lines and 2 stern lines aft. Fire wires led out STBD side forward and aft; rat guards are affixed to all lines; shoreside gangway securely fast to StBd sideport and resting securely on the pier for personnel access; StBd Sideport gangway area is well illuminated and in attendance by A/B watch; conex box No. 3 and No.4 in freeze operation; conex box No.1,2,5,6,7 and 8 in Chill Operation; ship on ships power with SSDG No.4 on line; sliding watertight doors are closed; pilot ladders ready for deploying on port and stbd side of tank deck; Unrep station oil containment tub drain lines(2) are all in closed position; VHF radio monitoring CH16 is at the gangway; (b)(7)(F) is in effect and conducting 100% ID and baggage check at gangway; (b)(7)(F)

(b)(3), (b)(6) Visitors and contractors per sign in/out log at gangway; Forward and aft anchor light bright, waterline security lighting bright, all weather deck lighting and work floodlights bright, aircraft warning lights bright, all unrep station lighting bright; On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6) and (b)(3), (b)(6)

(b)(3), (b)(6) at gangway and roving security. 0001 SET SEA WATCH FOR DECK DEPARTMENT LICENSED AND UNLICENSED WATCHSTANDERS. 0100 W/O completed rounds of inspection including mooring lines, gangway with step pallets, hospital, purser office, supply office, ships store, cosal storerooms A, B, C and D, storeroom E, cosal mail strm, chill box and dairy box, carpenter shop, engraving shop, Chief Mate office, paint locker and deck tool locker; all in good order. (b)(7)(F) 0130 (b)(3), (b)(6) reports completed safety & security round looking for fire, flooding, security checks and any other shipboard safety hazards and found all in order; gangway with step pallets on flight deck securely in place. 0130 W/O completed rounds of inspection including mooring lines, gangway with step pallets, tank deck, forward stores rooms and house; all in good order. 0230 (b)(3), (b)(6) reports completed safety & security round looking for fire, flooding, security checks and any other shipboard safety hazards and found all in order; gangway with step pallets securely in place. 0330 (b)(3), (b)(6) reports completed safety & security round looking for fire, flooding, security checks and any other shipboard safety hazards and found all in order; gangway with step pallets. 0345 Ship easy at berth, Light NE'ly breeze, good vis, all in order; (b)(7)(F) watch properly Relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 24, 2018 03:45

(b)(3), (b)(6) 00 Vessel securely moored as before. On watch (b)(3), (b)(6) as watch officer with (b)(3), (b)(6) and (b)(3), (b)(6) alternating as gangway security and roving patrol. (b)(7)(F)

0415 Observed departure drafts IAW 33 CFR 164.25: FWD 28'08" MID 30'07" AFT 32'03" LIST 0.25° STBD. Maximum draft IAW 46 CFR 35.20-5: AFT 32'03". UKC IAW 33 CFR 157.455: 7'01" AFT at pier. 0430 Watch Officer completed a round of the vessel; all in good order. 0500 Completed Pre-Departure GMDSS test IAW 47 CFR 80.1105(i)(2). 0505 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0524 Confirmed 0700 departure, 1 pilot, 2 tugs, and line handlers with Subic Port Control on VHF 11. 0527 Watch Officer granted wheel clearance to 1A/E. 0550 Completed satisfactory test of Emergency Diesel Generator (EDG) IAW 33 CFR 164.25. 0600 Liberty expired. 0615 Line of Demarcation removed from around vessel. 0618 Completed satisfactory test of Engines Ahead and Astern IAW 33 CFR 164.25. 0620 Completed satisfactory test of Engine Order Telegraph (EOT) IAW 33 CFR 164.25. 0625 A/B Shields completed a round of the vessel; all in good order. 0634 Completed satisfactory test of steering gear in all modes IAW 33 CFR 164.25. Tested Internal Communications IAW 33 CFR 164.25. 0640 Billet 108-2 (b)(3), (b)(6) departed the vessel bag and baggage. 0642 Port time ends (b)(3), (b)(6) 0645 All ashore going ashore. 0654 Pilot Cos aboard via shoreside gangway at starboard side sideport. 0658 Master Pilot Information Exchange completed IAW 33 CFR 157.455(b). 0700 Set Sea, Anchor, and Maneuvering Details. Deck Department Fore and

Saturday, November 24, 2018

Aft. Stand By Engines (SBE). Completed satisfactory test of ship's general alarm and whistle IAW 33 CFR 164.25. Sliding watertight doors closed from the bridge IAW SMS Checklist 7.2-001-01-AO T-AO Departure Checklist. 0701 All stations manned and ready. Both anchors ready to let go. Foreward tug LIDIGAT made fast 1 tug's line to starboard bow. 0702 Commenced taking in lines fore and aft. 0704 PME clutched in. Bridge control PME. 0705 SMS Departure Checklist 7.2-001-01-AO completed; Master notified. Shoreside brow discharged. Tug ISLANDER-1 made fast 1 tug's line to starboard quarter. 0712 Last line (b)(3); (b)(6) at conn. Vessel is steering various courses per course recorder and various speeds per bell book. 0713 Starboard side hydraulic side port doors secured for sea. 0716 Departure taken for Voyage 21-18 in position L 14° 48.9'N, LON 120° 16.9'E with Kalakalan Lt bearing 306.6° pGC, Containter Wharf 241° pGC, and Airport Control Tower bearing 203.5° pGC; UKC 6.8m. SME clutched in. Bridge control SME. 0725 Master at conn in pilotage waters. Both tugs cast off forward and aft. 0726 Pilot below. 0728 Tug ISLANDER-1 alongside to port for pilot embarkation. 0729 Pilot away on tug ISLANDER-1 via port side tank deck pilot ladder. Tug ISLANDER-1 away and clear to port. 0800 Exited pilotage waters with Sueste Pt abeam to starboard at 0.6nm. 0805 Both anchors secured for sea. 0806 Secured Sea, Anchor, and Maneuvering Details. 0807 Switched from port steering unit to starboard steering unit. 0808 (b)(3); (b)(6) at conn. As the watch ends the vessel is in a slight sea with a light ENE'ly breeze under partly cloudy skies with good visibility. 0830 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 24, 2018 08:00

0800-1200 Vessel is underway as before steering course 264° PGC, 267° PSC in hand steering on starboard steering unit with (b)(7)(F) on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0800 Exited pilotage waters. 0806 Secured from Sea, Anchor, and Maneuvering Detail. 0820 (b)(3); (b)(6) has the Conn. 0909 AIS switched to Receive Mode only. 0920 C/C 316 PGC, 318 PSC. 1042 C/C 300 PGC, 302 PSC. 1146 As Watch ends, the vessel is in slight seas with a gentle ESE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 24, 2018 12:00

1200-1600 Vessel is underway as before steering course 298° PGC, 302° PSC in hand on starboard steering unit with (b)(7)(F) on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1142 C/C 305 PGC, 308 PSC. 1455 C/C 297 PGC, 300 PSC. 1545 As Watch ends, the vessel is in moderate seas with a gentle ESE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 24, 2018 16:00

1600-2000 Vessel is underway as before steering course 299° PGC, 302° PSC in hand steering on starboard steering unit with BME a (b)(7)(F) n watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1654 (b)(3); (b)(6) at conn for supper relief. 1720 (b)(3); (b)(6) at

Saturday, November 24, 2018

conn. 1735 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a gentle NE'ly breeze under overcast skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 24, 2018 20:00

2000-2400 Ship Underway as Before Steering Course 300° pGC, 305° pSC in Hand Steering on StBd Steering Pum (b)(7)(F) in BME; On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) Alternating at Whee out and Roving Patrol; All Applicable Navigation Lights Bright. 2110 (b)(3); (b)(6) Completed Rounds About the Ship; All Secure. 2225 (b)(3); (b)(6) Completed Rounds About the Ship; All Secure. 2309 C/c 345° pGC, 348° pSC per Charted Track 345° T. 2330 (b)(3); (b)(6) Completed Rounds About the Ship; All Secure. 2345 As Watch Ends Ship Rolling Gently in Moderate NE'ly Sea and Swell, Moderate NNE'ly Breeze, Cloudy Sky and Good Vis; Watch Officer Properly Relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 24, 2018 23:45

Approved on Monday, December 03, 2018 22:34 by Riley, William D.**Reviewed on Sunday, December 02, 2018 18:55 by (b)(3); (b)(6)**

Reviewed By

Date

Approved By

Date

Sunday, November 25, 2018

0000-0400 Vessel underway in the South China Sea on voyage 21-18. Steering 345 PGC, 348 PSC as before in hand with the starboard steering unit engaged. Online: Both Main Engines a (b)(7)(F) in Mode 2, PTO #2 with SSDG #4 online and # 3 on standby. Vessel observing ZD -8(H). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 13 Riders, and 3 Cadets for a total of 96 souls onboard. On Watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol.

Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3), (b)(6). 0055 W/O completed SAT Daily Test of GMDSS

System IAW 47 CFR 80.11. 0100 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0220 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0322 C/C 343 PGC, 346 PSC. 0330 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0343 As the Watch ends the vessel is in moderate seas with a strong ENE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 25, 2018 04:00

0400-0800 Vessel is und (b)(7)(F) as before steering course 343° PGC, 346° PSC in hand steering on starboard steering unit with BME a (b)(7)(F). On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0625 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0632 Sunrise. As the watch ends the vessel is in a moderate sea with NNE'ly near gale under overcast skies with good visibility. 0745 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 25, 2018 08:00

0800-1200 Vessel is und (b)(7)(F) as before steering course 354° PGC, 358° PSC in hand steering on starboard steering unit with BME at (b)(7)(F). On watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1015 (b)(3), (b)(6) completed a round of the vessel; all in good order. 1024 (b)(3), (b)(6), Cargo Mate, conducted UNREP brief on the bridge from 1015-1024. 14 participants for a total of 2.1 m/hr. 1055 C/C 335° PGC, 335° PSC. 1111 Steering test completed in all modes IAW SMS Checklist 7.4-007-01-AO, Pilot House Checklist for UNREP & Close-In Manuevers. Tested SAT. 1125 C/C 350° PGC, 355° PSC. 1135 C/C 340° PGC, 345° PSC. 1145 As the watch ends the vessel is in rough with a near gale NE'ly wind, overcast skies with good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 25, 2018 12:00

1200 (b)(7)(F) Vessel is underway as before steering course 340° PGC, 345° PSC in hand on port steering unit with (b)(7)(F) in BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1253 Master at Conn. 1315 D/S 57% for UNREP. 1327 C/C to Romeo Corpen 085 PGC, 088 PSC. 1330 Set UNREP Condition 1. Set UNREP Maneuvering Detail. Team 1 to

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Station 1, Team 2 to Station 3. 1334 All stations reported manned and ready. Romeo closed up to starboard. (b)(7)(F) commenced approach to starboard. (b)(7)(F) alongside to starboard. 1407 CO to CO communications SAT. Emergency Breakaway Procedures discussed and understood. 1408 Spanwire connected Station 1. Highline tensioned Station 3. 1421 First lift Cargo to Station 3. 1431 Commenced pumping DFM Station 1. Position: 21-26.2'N, 114-52.1' E. Bravo closed up. 1443 Corpen November to 090 PGC, 090 PSC. 1446 Last lift Cargo Station 3. First lift Retro. 1455 Corpen November to 105 PGC, 115 PSC. 1503 Last lift Retro Station 3. 1506 Set UNREP Condition 2. Romeo struck. 1510 All port Stations manned and ready. Romeo closed up to port. (b)(7)(F) commenced approach to port. (b)(7)(F) alongside to port. 1522 Secured pumping DFM Station 1. Position: 21-24.4' N, 115-03.5' E. Bravo struck. 1532 All lines clear to starboard. Spanwire connected Station 8. Highline connected Station 4. 1535 CO to CO communications SAT. Emergency Breakaway Procedures discussed and understood. 1536 Station 1 and Station 3 secured for sea. 1537 Secured UNREP Condition 2. Set UNREP Condition 1. Spanwire tensioned. 1543 Probe seated Station 8. Bravo closed up to port. 1545 As Watch ends, the vessel is in moderate seas with a strong NE'ly breeze under cloudy skies, rain, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6)

(b)(3), (b)(6)

November 25, 2018 16:00

1600-2000 Vessel is underway as before steering Romeo Corpen 105° PGC, 108° PSC in hand steering on port steering unit with BME at 57%. (b)(7)(F) alongside to port conducting (b)(3), (b)(6) Replenishment. Captain at conn. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1546 First lift cargo to (b)(7)(F) at Station 4. 1548 Commenced pumping DFM to (b)(7)(F) at Station 8 in position L21° 22.8'N, LON 115° 09.2'E. 1625 Secured pumping DFM to (b)(7)(F) at Station 8 in position 21° 20.5'N, LON 115° 17.2'E. 1630 Station 8 spanwire detensioned. 1649 Last lift cargo to (b)(7)(F) at Station 4. 1653 Station 4 highline detensioned. 1655 All lines clear to port. 1657 (b)(7)(F) away and clear to port. I/S to 65% BME. 1658 Secured UNREP Maneuvering Detail. 1659 Port stations secured for sea. 1700 Secured UNREP Condition. (b)(3), (b)(6) at conn for supper relief. I/S to 73% BME. 1705 I/S to 79% BME. 1710 I/S to 81% BME. 1715 I/S to 83% BME. 1720 (b)(3), (b)(6) at conn. I/S to (b)(7)(F) BME. 1734 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1851 C/C to 087° PGC, 096° PSC as per charted track line. 1942 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a rough sea with a N'ly near gale under overcast skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 25, 2018 20:00

2000-2400 Vessel is underway as before steering course 085° PGC, 085° PSC in hand steering on starboard steering unit with BME at (b)(7)(F). On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6) and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 2100 (b)(3), (b)(6) completed a round about the vessel. All in apparent good order. 2200 (b)(3), (b)(6) attempted to operate bridge NVGs for training. NVG does not turn on. 2220 (b)(3), (b)(6) completed a round about the vessel. All in apparent good order. 2245 C/C 092° PGC, 100°

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PSC. 2324 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order.2345 As the watch ends, the vessel is in moderate seas with near gale NxE'ly winds, overcast sky with drizzle, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6) . November 25, 2018 23:59

Approved on Monday, December 03, 2018 22:33 by Riley, William D.

Reviewed on Sunday, December 02, 2018 18:55 by (b)(3); (b)(6) .

Reviewed By

Date

Approved By

Date

Monday, November 26, 2018

0000-0400 Vessel underway in the South China Sea on voyage 21-18. (b)(7)(F) ing 092 PGC, 100 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines a (b)(7)(F) n Mode 2, PTO #2 with SSDG #4 online and # 3 on standby. Vessel observing ZD -8(H). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 13 Riders, and 3 Cadets for a total of 96 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6) and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0100 (b)(3); (b)(6) completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0100 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0105 C/C 085 PGC, 092 PSC. 0220 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0305 C/C 092 PGC, 100 PSC. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0337 C/C 088 PGC, 096 PSC. 0341 As the Watch ends the vessel is in moderate seas with a strong NE'ly breeze under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 26, 2018 04:00

0400-0800 Vessel is underway as before steering course 088° PGC, 096° PSC in hand steering on starboard steering unit with BME a (b)(7)(F) n watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0415 (b)(3); (b)(6) reported cargo mail in midship truck tunnel out of order due to strong winds. Captain and Cargo Mate (b)(3); (b)(6) notified. Cargo Mate, Cargo Bosun (b)(3); (b)(6) and (b)(3); (b)(6) on deck to restow cargo in midship truck tunnel. 0454 Cargo Mate reported pallets moved from midship truck tunnel to forward truck tunnel. (b)(3); (b)(6) continued rounds. (b)(3); (b)(6) returned to bridge. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 06 (b)(3); (b)(6) 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0712 AIS set to transmit mod (b)(3); (b)(6) As the watch ends the vessel is in a moderate sea with a NNE'ly near gale under overcast skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 26, 2018 08:00

0800-1200 Vessel is und (b)(7)(F) as before steering course 090° PGC, 099° PSC in hand steering on starboard steering unit with BME a (b)(7)(F) n watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, a ng patrol. 0808 C/C 085° PGC, 092° PSC. 0900 (b)(3); (b)(6) reported completing bi-weekly supply department safety meeting IAW SMS Procedure 2.1-003-ALL. 17 participants for a total of 17.0 m/hr. (b)(3); (b)(6) 10906 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1022 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1135 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in moderate seas with strong NxNE'ly winds, overcast sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 26, 2018 12:00

1200-1600 Vessel is underway as before steering course 088° PGC, 096° PSC in hand on starboard steering

Monday, November 26, 2018

unit with (b)(7)(F) n BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm. SWTD closed from the Bridge. 1216 C/C 083 PGC, 091 PSC. 1313 C/C 000 PGC, 000 PSC for WP. 1450 C/C 003 PGC, 005 PSC. 1545 As Watch ends, the vessel is in moderate seas with a strong NNE'ly breeze under cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 26, 2018 16:00

1600-2000 Vessel is under (b)(7)(F) as before steering course 003° PGC, 005° PSC in hand steering on starboard steering unit with BME at (b)(7)(F). On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1654 (b)(3), (b)(6) at conn for supper relief. 1706 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1724 (b)(3), (b)(6) at conn. 1942 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a moderate NW'ly breeze under overcast skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 26, 2018 20:00

2000-2400 Vessel is under (b)(7)(F) as before steering course 359° PGC, 003° PSC in hand steering on starboard steering unit with BME at (b)(7)(F). On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 2058 (b)(3), (b)(6) completed a round about the vessel. All in apparent good order. 2100 C/C 025° PGC, 027° PSC. 2206 (b)(3), (b)(6) completed a round about the vessel. All in apparent good order. 2218 C/C 018° PGC, 020° PSC. 2248 D/S 80% BME. 2306 (b)(3), (b)(6) completed a round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in moderate seas with strong NxNW'ly breeze, overcast sky, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 26, 2018 23:59

Approved on Monday, December 03, 2018 22:33 by Riley, William D.

Reviewed on Sunday, December 02, 2018 19:19 by (b)(3), (b)(6).

Reviewed By

Date

Approved By

Date

Tuesday, November 27, 2018

0000-0400 Vessel underway in the East China Sea on voyage 21-18. Steering 015 PGC, 115 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 80% in Mode 2, PTO #2 with SSDG #4 online and # 3 on standby. Vessel observing ZD -8(H). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 13 Riders, and 3 Cadets for a total of 96 souls onboard. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 2357 C/C 000 PGC, 000 PSC. 0045 C/C 032 PGC, 032 PSC. 0100 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0110 C/C 350 PGC, 352 PSC. 0125 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0135 C/C 005 PGC, 008 PSC. 0159 C/C 355 PGC, 358 PSC. 0220 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0255 C/C 330 PGC, 333 PSC. 0317 C/C 005 PGC, 007 PSC. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0345 As the Watch ends the vessel is in moderate seas with a fresh NE'ly breeze under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 27, 2018 04:00

0400-0800 Vessel is underway as before steering course 005° PGC, 007° PSC in hand steering on starboard steering unit with BME at 80%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0605 R/S to 78% BME. 0615 R/S to 76% BME. 0618 Sunrise. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. R/S to 68% BME. 0630 R/S to 66% BME. 0635 R/S to 64% BME. 0640 R/S to 62% BME. 0645 R/S to 60% BME. 0646 Completed satisfactory test of steering gear test IAW SMS Checklist 7.4-007-01-AO. 0650 R/S to 57% BME. 0652 Established VHF 16 as Safety Channel and VHF 72 as Working Channel with (b)(7)(F) IAW SMS Checklist 7.4-007-01-AO. 0700 C/C to 070° PGC. Established 070° PGC and 13 kts as Romeo Corpen with (b)(7)(F) IAW SMS Checklist 7.4-007-01-AO. 0703 Tested Ship's Whistle and General Alarm IAW SMS Checklist 7.4-007-01-AO. As the watch ends the vessel is in a moderate sea with a fresh NE'ly breeze under cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 27, 2018 08:00

0800-1200 Vessel is underway as before steering course 078° PGC, 080° PSC in hand on port steering unit with 57% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0750 Master at Conn. C/C to Romeo Corpen 070° PGC, 080° PSC. 0800 Set UNREP Condition 1. Set UNREP Maneuvering Detail. Team 1 to Station 4, Team 2 to Station 8. 0809 All stations reported manned and ready. Romeo closed up to port. (b)(7)(F) commenced approach to port (b)(7)(F) alongside to port. 0835 Spanwire tensioned Station 8. 0838 CO to CO communications SAT. Emergency Breakaway Procedures discussed and understood. Highline tensioned Station 4. 0842 Commenced pumping DFM from Station 8 in position: 27-04.4' N, 122-42.8' E. Bravo closed up. 0842 Commenced pumping JP5 from Station 8 in position: 27-08.5' N, 122-53.0' E. 0849 First lift Cargo to Station 4. 0858 Secured pumping JP5 Station 8 in position: 27-05.6' N, 122-45.8' E. 0932 Secured pumping DFM from Station 8 in

Tuesday, November 27, 2018

position: 27-08.5' N, 122-53.0 E. Bravo struck. 0939 Spanwire de-tensioned Station 8. 0950 Station 8 secured for sea. 1020 Last lift cargo Station 4. First lift Retro. 1032 Last lift Retro Station 4. 1037 Highline de-tensioned Station 4. 1039 All lines clear to port. D/S to 50% BME. 1040 Secured UNREP Condition 1 and UNREP Maneuvering Detail. After steering dismissed. 1043 C/C 050° PGC, 055° PSC for Foxtrot Corpen. 1044 Station 4 and Station 8 secured for sea. 1130 Set Flight Quarters. 1133 C/C 010° PGC, 018° PSC for Foxtrot Corpen. 1140 All stations manned and ready for Flight Quarters. 1141 Master granted permission to conduct flight operations. 1145 Green deck. 1145 As watch ends, the vessel is in moderate seas with a strong N_xNE'ly breeze under partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6) November 27, 2018 12:00

1200-1600 Vessel is underway as before steering course 010° PGC, 003° PSC in hand on starboard steering unit with 50% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1322 The following Navy RIDERS reported aboard: LTJG (b)(3); (b)(6); (b)(3); (b)(6); (b)(3); (b)(6); CIV (b)(3); (b)(6); CIV (b)(3); (b)(6); CIV (b)(3); (b)(6); FCC (b)(3); (b)(6). 1328 Helo reported Ops Normal. 1329 C/C 000 PGC, 003 PSC. 1335 Secured from Flight Quarters. 1339 C/C 335 PGC, 338 PSC. (b)(7)(F) took TACON of USNS Pecos. 1540 C/C 000 PGC, 003 PSC. 1545 As Watch ends, the vessel is in moderate seas with a strong N'ly breeze under cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6) November 27, 2018 16:00

1600-2000 Vessel is underway as before steering course 000° PGC, 003° PSC in hand steering on starboard steering unit with BME at 50%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1546 C/C to 200° PGC, 206° PSC to steer for next waypoint. 1651 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1700 (b)(3); (b)(6) at conn for supper relief. 1721 (b)(3); (b)(6) at conn. 1744 C/C to 240° PGC, 244° PSC to maneuver for traffic. 1806 R/S to 45% BME. 1820 C/C to 215° PGC, 218° PSC to return to track line. 1900 I/S to 47% BME. C/C to 210° PGC, 214° PSC to return to track line. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a moderate N'ly breeze under clear skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6) November 27, 2018 20:00

2000-2400 Vessel is underway as before steering course 210° PGC, 214° PSC in hand steering on starboard steering unit with BME at 47%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2051 C/C 190° PGC, 195° PSC. 2103 (b)(3); (b)(6) completed a round about the vessel. 2110 C/C 225° PGC, 230° PSC. 2215 C/C 220° PGC, 205° PSC. 2223 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 2242 C/C 225° PGC, 230° PSC. 2327

Tuesday, November 27, 2018

(b)(3); (b)(6) completed a round about the vessel. All in apparent good order. All in apparent good order. 2345 As the watch ends, the vessel is in moderate seas with strong NxNW'ly breeze, overcast sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

November 27, 2018 23:59

Approved on Monday, December 03, 2018 22:32 by Riley, William D.**Reviewed on Sunday, December 02, 2018 19:20 by (b)(3); (b)(6)**

Reviewed By

Date

Approved By

Date

Wednesday, November 28, 2018

0000-0400 Vessel underway in the East China Sea on voyage 21-18. Steering 225 PGC, 230 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 49% in Mode 2, PTO #2 with SSDG #4 online and # 3 on standby. Vessel observing ZD -8(H). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 18 Riders, and 3 Cadets for a total of 101 souls onboard. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0045 Steering various courses for dense fishing traffic. 0100 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0130 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0215 Master on Bridge for traffic. 0220 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0225 AIS placed in Transmit and Receive Mode. 0310 Master below. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0310 C/C 235 PGC, 238 PSC. 0344 I/S 51%. 0345 As the Watch ends the vessel is in moderate seas with a fresh NE'ly breeze under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 28, 2018 04:00

0400-0800 Vessel is underway as before steering course 235° PGC, 239° PSC in hand steering on starboard steering unit with BME at 51%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0352 C/C to 225° PGC, 229° PSC to return to track line. 0400 R/S to 50% BME. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0618 I/S to 60% BME. 0619 Commenced Taiwan Strait Transit Southbound in position L 26° 00.0'N, LON 121° 20.0'E in company with (b)(7)(F). (b)(3); (b)(6) 0620 I/S to 67% BME. 0621 Sunrise. I/S to 73% BME. 0625 I/S to 75% BME. (b)(3); (b)(6) completed a round of vessel; all in good order. 0627 I/S to 77% BME. 0628 I/S to 80% BME. 0631 I/S to 82% BME. 0634 I/S to (b)(7)(F) BME. As the watch ends the vessel is in a moderate sea with a moderate NNE'ly breeze under overcast skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 28, 2018 08:00

0800-1200 Vessel is underway as before steering course 224° PGC, 226° PSC in hand steering on starboard steering unit with BME at (b)(7)(F). On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0840 Commenced internal fuel transfer in position 25° 28.8' N, 120° 46.1' E IAW SMS Checklist 7.4-004-02-AO (T-AO Fuel Oil/Lube Oil Transfer Checklist). 0902 (b)(3); (b)(6) completed a round of the vessel. All in apparent good order. 1015 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1029 Secured internal fuel transfer in position 25° 02.7' N, 120° 18.2' E IAW SMS Checklist 7.4-004-02-AO (T-AO Fuel Oil/Lube Oil Transfer Checklist). 1127 (b)(3); (b)(6) completed a round of the vessel. All in apparent good order. 1145 As the watch ends the vessel is in slight seas with a moderate NNE'ly wind, overcast skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

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Report Date: Saturday, February 08, 2020 23:12

Wednesday, November 28, 2018

(b)(3), (b)(6)

November 28, 2018 12:00

1200-1600 Vessel is underway as before steering course 223° PGC, 225° PSC in hand on starboard steering unit with (b)(7)(F) on BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1200 Steering various courses for dense fishing traffic. Master on Bridge. 1520 Cargo Bosun reported port RHIB davits test SAT. 1545 As Watch ends, the vessel is in moderate seas with a fresh N'ly breeze under cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 28, 2018 16:00

1600-2000 Vessel is underway as before steering course 202° PGC, 205° PSC in hand steering on starboard steering unit with BME at (b)(7)(F). On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1632 C/C to 180° PGC, 186° PSC. 1650 Captain at conn and (b)(3), (b)(6) Shaw took the watch for supper relief. 1708 Sunset. Set condition cruising main deck and below. S (b)(3), (b)(6) Watertight Doors closed. Navigation lights burning bright. 1718 C/C to 155° PGC, 159° PSC. 1720 (b)(3), (b)(6) took the watch. 1818 C/C to 180° PGC, 186° PSC as per charted track. 1836 (b)(3), (b)(6) at conn. 1929 R/S to 82% BME. 1930 Completed Taiwan Strait Transit Southbound in position L 22° 29.0'N, LON 119° 06.0'E. 1931 R/S to 79% BME. 1939 C/C 125° PGC / 135° PSC per charted track. 1941 R/S to 67% BME. 1942 (b)(3), (b)(6) completed a round of the vessel; all in good order. 1945 Set RHIB Boat and RHIB Launch and Recovery Team details. R/S to 55% BME. As the watch ends the vessel is in a moderate sea with a fresh NNE'ly breeze under overcast skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 28, 2018 20:00

2000-2400 Vessel is underway as before steering course 125° PGC, 135° PSC in hand steering on starboard steering unit with BME at 55%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1951 CGOMATE reported PRE-RHIB BOAT OPERATION SAFETY BRIEF (SMS 7.18-001-ALL REV 2.0) and SINGLE-POINT SINGLE-ARM LAUNCH AND RECOVERY CHECKLIST (SMS 7.18-001-ALL REV 4.0) reviewed. 12 personnel for a total of 1.5m/hr. (b)(3), (b)(6) 1959 Master grants permission to conduct RHIB operations. 2010 Prime RHIB away to port. 2012 Master assumed conn. D/S 10% BME. 2027 Prime RHIB recovered to port. 2045 Prime RHIB secured for sea. (b)(3), (b)(6) billet T-11, reported aboard from (b)(7)(F) for transfer ashore. 2047 I/ (b)(3), (b)(6) ME. 2/O assumed conn. 2103 (b)(3), (b)(6) completed a round about the vessel. All in apparent good order. 2219 (b)(3), (b)(6) completed a round about the vessel. All in apparent good order. 2323 (b)(3), (b)(6) completed a round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in slight seas with strong Ely breeze, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

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Report Date: Saturday, February 08, 2020 23:12

Wednesday, November 28, 2018

(b)(3), (b)(6)

November 28, 2018 23:59

Approved on Monday, December 03, 2018 22:33 by Riley, William D.**Reviewed on Sunday, December 02, 2018 19:21 by** (b)(3), (b)(6)

Reviewed By

Date

Approved By

Date

Thursday, November 29, 2018

0000-0400 Vessel underway in the South China Sea on voyage 21-18. Steering 125 PGC, 135 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 80% in Mode 2, PTO #2 with SSDG #4 online and #3 on standby. Vessel observing ZD -8(H). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 19 Riders, and 3 Cadets for a total of 102 souls onboard. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0040 C/C 120 PGC, 132 PSC. 0100 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0128 C/C 088 PGC, 096 PSC. 0130 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0220 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0238 C/C 096 PGC, 102 PSC. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0341 As the Watch ends the vessel is in moderate seas with a fresh ENE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 29, 2018 04:00

0400-0800 Vessel is underway as before steering course 093° PGC, 102° PSC in hand steering on starboard steering unit with BME at 80%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0428 C/C to 050° PGC, 055° PSC as per charted track line. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0612 Sunrise. 0624 AIS set to receive only mode. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a fresh NE'ly breeze under overcast skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 29, 2018 08:00

0800-1200 Vessel is underway as before steering course 051° PGC, 054° PSC in hand steering on starboard steering unit with BME at 80%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0825 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 0900 Signal sounded for Fire and Emergency Drill in position: 22° 22.8' N, 122° 50.9' E IAW 46 CFR 199-180. Class Alpha fire simulated in Deck Engineer Shop (01-72-1). QRT and Zone 2 set boundary control and secured space. Repair 3 donned fire fighting equipment and simulated fighting fire with hoses. PCRT responded to casualty report in Deck Engineer Shop. Repair 1 proceeded to Anchor Windlass Room, simulated flooding in the space, conducted emergency shoring on WTD 01-8-1, and conducted de-watering training. Zone 1 discharged hose under full pressure from FS #73 on the bow. Zone 3 discharged hose under full pressure from FS #50 on the fantail. 0930 Secured from Fire and Emergency Drill. 83 participants for a total of 41.5 m/hr. 0934 Signal sounded for Abandon Ship Drill in position 22° 29.8' N, 123° 01.0' E IAW 46 CFR 199.180. Boat Commanders took muster and proceeded mess decks to conduct quarterly exposure suit donning and use IAW 46 CFR 199.180. 0940 C/C 047° PGC, 050° PSC. 1000 Secured from Abandon ship Drill. 83 participants for a total of 36.0 m/hr. 1020 Set Flight Quarters for bi-weekly Helo Crash Drill IAW NAVAIR 00-80R-14. 1042 Secured from Flight Quarters for bi-weekly Helo Crash Drill. 19 participants for a total of 7.6 m/hr. 1123 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in moderate seas with fresh NE'ly winds, partly cloudy sky,

Thursday, November 29, 2018

and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 29, 2018 12:00

1200-1600 Vessel is underway as before steering course 051° PGC, 054° PSC in hand on starboard steering unit with 80% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm. SWTD closed from the Bridge. 1311 C/C 053 PGC, 056 PSC. 1400 Commenced Working Aloft Station 2 King Post IAW SMS Checklist 2.1-014-01-ALL Working Aloft Checklist. 1429 Secured from Working Aloft. 1535 C/C 056 PGC, 060 PSC. 1545 As Watch ends, the vessel is in moderate seas with a fresh NNE'ly breeze under cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 29, 2018 16:00

1600-2000 Vessel is underway as before steering course 056° PGC, 060° PSC in hand steering on starboard steering unit with BME at 80%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1612 R/S to 78% BME. 1617 R/S to 75% BME. 1622 R/S to 73% BME. 1629 R/S to 67% BME. 1634 R/S to 64% BME. 1641 Azimuth of the sun observed on port repeater. Gyro error determined to be 0.7°W. 1650 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1654 (b)(3); (b)(6) at conn for supper relief. 1720 (b)(3); (b)(6) at conn. 1830 Watch Officer completed training on (b)(7)(F). 4 personnel for 0.4 man hours. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a moderate NE'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 29, 2018 20:00

2000-2400 Vessel is underway as before steering course 051° PGC, 057° PSC in hand steering on starboard steering unit with BME at 57%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2108 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 2156 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 2221 C/C 031° PGC, 031° PSC. 2319 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in slight seas with fresh NE'ly breeze, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

November 29, 2018 23:59

Approved on Monday, December 03, 2018 22:33 by Riley, William D.

Reviewed on Sunday, December 02, 2018 19:23 by (b)(3); (b)(6)

Thursday, November 29, 2018

Reviewed By	Date	Approved By	Date
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Friday, November 30, 2018

0000-0400 Vessel underway in the Philippine Sea on voyage 21-18. Steering 030 PGC, 030 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 57% in Mode 2, PTO #2 with SSDG #4 online and #3 on standby. Vessel observing ZD -8(H). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 19 Riders, and 3 Cadets for a total of 102 souls onboard. On Watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6) and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3), (b)(6). 0010 C/C 034 PGC, 033 PSC. 0040 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0141 C/C 032PGC, 035 PSC. 0142 D/S 53%. 0155 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0200 Ship's Clocks Advanced 1 hour to conform with ZD -9(I). 0325 I/S 55%. 0359 C/C 357 PGC, 359 PSC. 0400 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0405 As the Watch ends the vessel is in slight seas with a moderate ENE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 30, 2018 04:00

0400-0800 Vessel is underway as before steering course 357° PGC, 359° PSC in hand steering on starboard steering unit with BME at 53%. On watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0406 R/S to 52% BME. 0413 C/C to 010° PGC, 012° PSC to maneuver for traffic. 0505 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0703 Sunrise. 0625 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0728 C/C to 065° PGC, 068° PSC to maneuver for traffic. 0738 C/C to 000° PGC, 001° PSC to return to track line. As the watch ends the vessel is in a moderate sea with a fresh NE'ly breeze under overcast skies with good visibility. 0745 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 30, 2018 08:00

0800-1200 Vessel is underway as before steering course 000° PGC, 001° PSC in hand steering on starboard steering unit with BME at 53%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0805 Azimuth taken of Sun. Gyro #1 error: 0.1° E. 0815 C/C 350° PGC, 351° PSC. 0900 (b)(3), (b)(6) completed a round about the vessel. All in apparent good order. 0925 (b)(3), (b)(6) reported completing monthly test of reefer alarms. Tested SAT. 0926 Soundings taken and recorded. 1020 (b)(3), (b)(6) completed a round about the vessel. All in apparent good order. 1040 Steering test completed in all modes IAW SMS Checklist 7.4-007-01-AO (Pilot House Checklist for UNREP & Close-In Maneuvers). Tested SAT. 1132 (b)(3), (b)(6) completed a round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in slight seas with moderate ExNE'ly winds, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 30, 2018 12:00

1200-1600 Vessel is underway as before steering course 353° PGC, 356° PSC in hand on port steering unit

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Report Date: Saturday, February 08, 2020 23:12

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with 53% on BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm IAW Checklist 7.4-007-01-AO, SWTD closed from the Bridge. 1311 I/S 55%. 1313 C/C 340 PGC, 344 PSC. 1346 Set Flight Quarters. 1351 All stations manned and ready. 1353 Green deck. 1410 Helo on deck. Received 2 Riders and transferred 2 Riders. 1418 Helo Away. 1419 Helo reported Ops normal. 1421 C/C 330 PGC, 332 PSC. 1424 Secured from Flight Quarters. 1459 C/C 309 PGC, 315 PSC. 1505 I/S 58%. 1507 (b)(7)(F) sectored all air search and fire control RADARS. 1510 Master at Conn. 1516 I/S 62%. 1517 USNS PECOS (T-AO 197) took TACON of (b)(7)(F) 1525 C/C ROMEO CORPEN 110 PGC, 125 PSC. 1530 Set UNREP Condition 1. Set UNREP Maneuvering Detail. Team 1 to Station 7. RAM dayshapes and Guide closed up. 1534 Maneuvering Detail manned and ready. (b)(3), (b)(6) and (b)(3), (b)(6) manned Aft Steering. (b)(3), (b)(6) manned HSO. Romeo closed up. 1538 All Stations reported manned and ready. 1545 As Watch ends, the vessel is in slight seas with a gentle NE'ly breeze under partly cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

November 30, 2018 16:00

1600-2000 Vessel is underway as before steering Romeo Corpen 110° PGC, 125° PSC in hand steering on port steering unit with BME at 50%. Captain at conn. Romeo close up to starboard for UNREP with (b)(7)(F) (b)(7)(F) On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1557 (b)(3), (b)(6) relieved (b)(3), (b)(6) in aft steering (b)(7)(F) (b)(7)(F) commenced approach to starboard. (b)(7)(F) alongside to starboard. 1658 (b)(3), (b)(6) at conn for supper relief. 1714 Emergency breakaway procedures discussed CO to CO. 1715 (b)(3), (b)(6) at conn. 1716 Station 7 spanwire connected. Station 7 spanwire tensioned. 1718 Station 7 probe seated. 1721 Azimuth of the sun observed on port repeater. Gyro error determined to be 1.3°W. 1729 Commenced pumping DFM to (b)(7)(F) at Station 7 in position L 27° 50.3'N, LON 126° 34.0'E. 1732 Commenced pumping JP-5 to (b)(7)(F) at Station 7 in position L 27° 50.1'N, LON 126° 34.7'E. 1739 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1752 Ceased pumping JP-5 to (b)(7)(F) (b)(7)(F) at Station 7 in position L 27° 49'N, LON 128° 40'E. 1810 Ceased pumping DFM to (b)(7)(F) (b)(7)(F) at Station 7 in position L 27° 48'N, 126° 44'E. 1813 UNREP completed at Station 7. 1814 Station 7 probe released. 1816 Station 7 spanwire detensioned. 1818 All lines clear to starboard. 1819 Man Port RHIB Crew Launch and Recovery Team. 1820 (b)(7)(F) away and clear to starboard. 1824 Station 7 secured for sea. 1825 Secured UNREP Maneuvering Detail and UNREP Condition 1. 1828 R/S to 20% BME. 1838 Master granted permission to put port RHIB at rail and embark crew and passengers. 1840 Master granted permission to launch port RHIB. 1842 Port RHIB away with 6 souls onboard. 1845 R/S to 15% BME. C/C to 115° PGC, 129° PSC. 1848 I/S to 20% BME. 1851 C/C to 110° PSC, 124° PSC. 1853 Port RHIB away and clear of (b)(7)(F) 1855 Switched from port steering unit to starboard steering unit. 1858 Port RHIB alongside to port. 1859 I/S to 25% BME. Port RHIB out water. Limit switch problem. Port RHIB stopped 2 to 2.5 feet out of water. 1912 Boat crew out of boat on to tank deck via port side tank deck pilot ladder. 1913 R/S to 15% BME. 1914 Resumed hoisting Port RHIB. 1916 I/S to 20% BME. 1917 I/S to 30% BME. 1918 I/S to 50% BME. C/C to 115° PGC, 129° PSC as per charted track line. 1919 I/S to 55% BME. Port RHIB in cradle. 1920 I/S to 60% BME. 1928 I/S to 67% BME. (b)(3), (b)(6) at conn. 1930 Secured RHIB boat launch and recovery detail. 1933 I/S to 74% BME. 1938 I/S to 79% BME. 1942 (b)(3), (b)(6) completed a round of the vessel; all in good order. 1943 I/S to 81% BME. As the watch ends the vessel is in a slight sea with a moderate E'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6)

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Report Date: Saturday, February 08, 2020 23:12

Friday, November 30, 2018

(b)(3), (b)(6)

November 30, 2018 20:00

2000-2400 Vessel is underway as before steering course 115° PGC, 124° PSC in hand steering on starboard steering unit with BME at 81%. On watch: (b)(3), (b)(6) th (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1954I/S (b)(3), (b)(6) BME. 2103 (b)(3), (b)(6) completed a round about the vessel. All in apparent good order. 2130 (b)(3), (b)(6) conducted operational test of bridge NVG. Tested SAT. 2207 C/C 110° PGC, 115° PSC. 2206 (b)(3), (b)(6) completed a round about the vessel. All in apparent good order. 2333 (b)(3), (b)(6) completed a round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in slight seas with a gentle E'ly breeze, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6)

(b)(3), (b)(6)

November 30, 2018 23:59

Approved on Monday, December 03, 2018 22:33 by Riley, William D.Reviewed on Sunday, December 02, 2018 19:24 by (b)(3), (b)(6)

Reviewed By

Date

Approved By

Date

Saturday, December 01, 2018

0000-0400 Vessel underway in the East China Sea on voyage 21-18. S [REDACTED] 110 PGC, 115 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines a [REDACTED] in Mode 2, PTO #2 with SSDG #4 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 16 Riders, and 3 Cadets for a total of 99 souls onboard. On Watch: [REDACTED] with [REDACTED], [REDACTED], and [REDACTED] rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is [REDACTED]. 0017 C/C 097 PGC, 103 PSC. 0030 Entered Philippine Sea. 0105 [REDACTED] completed rounds of the vessel, all in good order. 0200 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0205 C/C 099 PGC, 105 PSC. 0215 [REDACTED] completed rounds of the vessel, all in good order. 0230 W/O conducted SAT daily test and utilized NVG's. 0256 C/C 101 PGC, 113 PSC. 0227 C/C 099 PGC, 112 PSC. 0330 [REDACTED] completed rounds of the vessel, all in good order. 0341 As the Watch ends the vessel is in slight seas with a moderate ESE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by [REDACTED].

[REDACTED]

December 01, 2018 04:00

0400-0800 Vessel is underway as before steering course 095° PGC, 101° PSC in hand steering on starboard steering unit with BME at [REDACTED]. On watch: [REDACTED] with [REDACTED], [REDACTED], and [REDACTED] rotating between helm, lookout, and roving patrol. 0433 Established VHF 16 as Safety Channel and VHF 72 as Working Channel with USNS MATTHEW PERRY (T-AKE 9). 0434 R/S to 83% BME. 0439 R/S to 81% BME. 0444 R/S to 79% BME. 0449 R/S to 74% BME. 0456 R/S to 68% BME. 0501 R/S to 63% BME. 0505 [REDACTED] completed a round of the vessel; all in good order. 0625 [REDACTED] completed a round of the vessel; all in good order. 0650 Completed a satisfactory test of the steering gear in all modes IAW SMS Checklist 7.4-007-01-AO. Sunrise. 0706 C/C to 270° PGC, 275° PSC to close customer. 0716 C/C to 045° PGC, 054° PSC to steer Romeo Corpen. As the watch ends the vessel is in a slight sea with a moderate ESE'ly breeze under partly cloudy skies with good visibility. 0745 Watch Officer properly relieved by [REDACTED].

[REDACTED]

December 01, 2018 08:00

0800-1200 Vessel is underway as before steering course 045° PGC, 050° PSC in hand steering on port steering unit with BME at 50%. On watch: [REDACTED] with [REDACTED], [REDACTED], and [REDACTED] rotating between helm, lookout, and roving patrol. 0745 USNS PECOS (T-AO-197) assumed TACON of [REDACTED]. [REDACTED] 0750 Master assumed conn. I/S 55% BME. Steady on Romeo Corpen 045°, Romeo Speed 13.0 knots. 0800 Set UNREP Condition II. Team 1 to Station 4, Team 2 to Station 6, and Team 3 to Station 8. Set UNREP Maneuvering Detail. Romeo at the dip. 0803 Romeo closed up to port. 0805 USNS MATTHEW PERRY (T-AKE-09) commenced approach to port. 0810 All stations reported manned and ready. 0814 USNS MATTHEW PERRY (T-AKE-09) bow-to-stern. [REDACTED] alongside to port. 0830 Highline connected at Station 4. 0832 Highline tensioned at Station 4. Spanwire connected at Station 8. 0833 Spanwire connected at Station 6. 0834 Spanwire tensioned at Station 8. 0836 Spanwire tensioned at Station 6. 0837 Probe seated at Station 8. 0840 Probe seated at Station 6. First lift to Station 4. 0848 Commenced pumping DFM from Stations 6 and 8 in position 27° 07.6' N,

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Saturday, December 01, 2018

130° 47.3' E. Bravo closed up. 0852 Commenced pumping JP5 from Station 6 in position 27° 08.5' N, 130° 48.3' E. 0855 Commenced pumping JP5 from Station 8 in position 27° 09.1' N, 130° 49.0' E. 0912 Ceased pumping JP5 from Stations 6 and 8 in position 27° 11.6' N, 130° 51.8' E. 0943 Last lift cargo to Station 4. First lift RETRO. 0949 Last lift RETRO to Station 4. 0955 November Corpen to 040° PGC, 045° PSC. 0956 Ceased pumping from Station 6 and 8 in position 27° 18.3' N, 130° 59.5' E. 0957 Corpen November to 035° PGC, 039° PSC. Station 4 secured for sea. 0958 Probe released from Stations 6 and 8. 0959 De-tensioned spanwire at Stations 6 and 8. 1000 All lines clear to port. 1002 (b)(7)(F) away and clear to port. 1004 Secured UNREP Condition II and the UNREP maneuvering detail. 1015 Stations 6 and 8 secured for sea. 1035 (b)(3); (b)(6) assumed conn. Master lays below. C/C 280° PGC, 284° PSC. I/S 80% BME. 1120 C/C 291° PGC, 296° PSC. 1130 D/S 50% BME. 1140 I/S 55% BME. 1145 As the watch ends, the vessel is in slight seas with moderate E'ly breeze, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 01, 2018 12:00

1200-1600 Vessel is underway as before steering course 290° PGC, 295° PSC in hand on starboard steering unit with 55% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1212 C/C 286 PGC, 291 PSC. 1213 D/S 53%. 1320 Cargo Mate conducted Pre-fuel Transfer Safety Brief from 1315-1320. 13 personnel for 1.3 M/Hrs. 1330 1MC announcements made. Smoking lamp is out. 1332 Commenced Internal Fuel Transfer in position: 27-34.5' N, 130-12.2' E, IAW SMS Checklist 7.4-004-02-AO (T-AO Fuel Oil/Lube Oil Transfer Checklist). 1502 Secured from Internal Fuel Transfer. Position: 27-40.7' N, 129-52.6' E. Total: 261,521 gallons. 1531 C/C 291 PGC, 297 PSC. 1545 As Watch ends, the vessel is in slight seas with a moderate E'ly breeze under partly cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 01, 2018 16:00

1600-2000 Vessel is underway as before steering course 291° PGC, 297° PSC in hand steering on starboard steering unit with BME at 52%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1642 R/S to 50% BME. 1654 Ceased ballasting in position L 27° 48'N, 129° 29'E. 1655 (b)(3); (b)(6) at conn for supper relief. 1715 (b)(3); (b)(6) at conn. 1720 Azimuth of the sun observed on port repeater. Gyro error determined to be 0.8°W. 1726 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1812 R/S to 45% BME. 1815 C/C to 312° PGC, 316° PSC to maneuver for traffic. 1823 R/S to 40% BME. 1830 C/C to 29 (b)(7)(F) 297° PSC to return to track line. 1935 I/S to 50% BME. 1936 Watch Officer completed training of (b)(7)(F). 4 personnel for 0.4 man hours. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a fresh ESE'ly breeze under cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 01, 2018 20:00

2000-2400 Vessel is underway as before steering course 292° PGC, 296° PSC in hand steering on starboard

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Report Date: Saturday, February 08, 2020 23:12

Saturday, December 01, 2018

steering unit with BME at 50%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2026 C/C 275° PGC, 280° PSC. 2058 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2222 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2230 (b)(3); (b)(6) relieved from bridge due to sudden illness. 2238 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2336 C/C 255° PGC, 259° PSC. 2345 As the watch ends, the vessel is in slight seas with a fresh SE'ly breeze, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 01, 2018 23:59

Approved on Monday, December 03, 2018 22:34 by Riley, William D.**Reviewed on Sunday, December 02, 2018 19:27 by (b)(3); (b)(6)**

Reviewed By

Date

Approved By

Date

Sunday, December 02, 2018

0000-0400 Vessel underway in the East China Sea on voyage 21-18. Steering 255 PGC, 259 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 50% in Mode 2, PTO #2 with SSDG #4 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 16 Riders, and 3 Cadets for a total of 99 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0027 C/C 247 PGC, 250 PSC. 0100 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0115 C/C 251 PGC, 254 PSC. 0120 W/O conducted SAT daily test and utilized NVG's. 0213 C/C 248 PGC, 251 PSC. 0333 C/C 251 PGC, 254 PSC. 0341 As the Watch ends the vessel is in slight seas with a moderate S'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 02, 2018 04:00

0400-0800 Vessel is underway as before steering course 251° PGC, 254° PSC in hand steering on starboard steering unit with BME at 50%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0636 Established VHF 16 as Safety Channel and VHF 72 as Working Channel with (b)(7)(F) IAW SMS Checklist 7.4-007-01-AO. Established Romeo Corpen 105° PGC with (b)(7)(F) IAW SMS Checklist 7.4-007-01-AO. 0642 Completed a satisfactory test of the steering gear in all modes IAW SMS Checklist 7.4-007-01-AO. 0654 C/C to 105° PGC, 108° PSC to steer Romeo Corpen. 0657 (b)(7)(F) confirmed air search and fire control radars are sectored IAW SMS Checklist 7.4-007-01-AO. 0700 Tested Ship's Whistle and General Alarm IAW SMS Checklist 7.4-007-01-AO. 0707 Sunrise. 0728 I/S to 55% BME. 0730 USNS PECOS (T-AO 197) took TACON of (b)(7)(F) As the watch ends the vessel is in a slight sea, showers of rain, with a gentle N'ly breeze under cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

December 02, 2018 08:00

0800-1200 Vessel is underway as before steering course 105 PGC, 116° PSC in hand steering on port steering unit with BME at 55%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0800 Set UNREP Condition I. Team 1 to Station 1 and Team 2 to Station 3. Set UNREP Maneuvering Detail. Romeo at the dip. 0805 Master at conn. 0803 All stations reported manned and ready. Romeo closed up to starboard. (b)(7)(F) commenced approach to starboard. 0824 (b)(7)(F) alongside to starboard. 0833 CO to CO communications tested SAT. Emergency breakaway procedures discussed and understood. 0843 Spanwire tensioned Station 3. 0851 First lift cargo from Station 3. 0852 Highline tensioned at Station 1. 0858 Commenced pumping DFM from Station 1 in position: 27° 33.2' N, 126° 59.1' E. Bravo closed up. 1049 Ceased pumping DFM from Station 1 in position: 27° 27.8' N, 127° 24.3' E. Bravo struck. 1113 Last lift cargo from Station 3. 1129 First lift RETRO to Station 3. 1145 As the watch ends, the vessel is in slight seas with a gentle SE'ly breeze, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6)

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Report Date: Saturday, February 08, 2020 23:12

Sunday, December 02, 2018

(b)(3), (b)(6)

(b)(3), (b)(6)

December 02, 2018 12:00

1200-1600 Vessel is underway as before engaged in UNREP with (b)(7)(F) steering ROMEO CORPEN 105° PGC, 116° PSC in hand on port steering unit with 55% on BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1159 Last lift Retro Station 3. 1200 (b)(3), (b)(6) relieved (b)(3), (b)(6) in Aft Steering. Last lift Retro. Commenced Emergency Breakaway Drill to starboard. Detensioned at Station 1 and 3. 1204 All lines clear to starboard (b)(7)(F) away and clear. 1206 Secured UNREP Condition 1. Secured UNREP Maneuvering Detail. RAM dayshapes and Guide struck. 1208 Station 1 secured for sea. 1209 Switched to Starboard Steering Unit. 1210 Station 3 secured for sea. 1211 I/S 67%. 1218 I/S 75%. 1220 (b)(3), (b)(6) has the Conn. 1225 I/S 78%. 1230 I/S 80%. 1338 Master has the Conn. 1429 (b)(3), (b)(6) has the Conn. 1510 C/C 116 PGC, 129 PSC. 1545 As Watch ends, the vessel is in moderate seas with a fresh SE'ly breeze under partly cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 02, 2018 16:00

1600-2000 Vessel is underway as before steering course 119° PGC, 133° PSC in hand steering on starboard steering unit with BME at 80%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating on helm, lookout, and roving patrol. 1554 C/C to 150° PGC, 162° PSC as per charted track. 1654 (b)(3), (b)(6) t conn for supper relief. 1718 (b)(3), (b)(6) at conn. 1730 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1942 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a fresh NE'ly breeze under cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 02, 2018 20:00

2000-2400 Vessel is underway as before steering course 155° PGC, 167° PSC in hand steering on starboard steering unit with BME at 80%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 2106 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2251 Azimuth taken of Sirius. Gyro #1 error: 0.3° E. 2214 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2330 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in moderate seas with a fresh E'ly breeze, clear sky, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 02, 2018 23:59

Approved on Tuesday, December 04, 2018 18:33 by Riley, William D.

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Report Date: Saturday, February 08, 2020 23:12

Sunday, December 02, 2018**Reviewed on Tuesday, December 04, 2018 05:53 by** (b)(3), (b)(6)

Reviewed By

Date

Approved By

Date

Monday, December 03, 2018

0000-0400 Vessel underway in the Philippine Sea on voyage 21-18. Steering 156 PGC, 168 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 80% in Mode 2, PTO #2 with SSDG #4 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 16 Riders, and 3 Cadets for a total of 99 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6) (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0004 C/C 153 PGC, 165 PSC. 0030 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0041 C/C 150 PGC, 162 PSC. 0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0130 W/O conducted SAT daily test and utilized NVG's. 0140 C/C 156 PGC, 166 PSC. 0220 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0314 C/C 156 PGC, 167 PSC. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0345 As the Watch ends the vessel is in moderate seas with a fresh ESE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 03, 2018 04:00

0400-0800 Vessel is underway as before steering course 155° PGC, 165° PSC in hand steering on starboard steering unit with BME at 80%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0641 Sunrise. As the watch ends the vessel is in a slight sea under partly cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 03, 2018 08:00

0800-1200 Vessel is underway as before steering course 154° PGC, 164° PSC in hand steering on starboard steering unit with BME at 80%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0849 Azimuth taken of the Sun. Gyro #1 error: 0.7° W. 0903 AB (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1019 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1111 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in moderate seas with a fresh ExSE'ly breeze, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 03, 2018 12:00

1200-1600 Vessel is underway as before steering course 152° PGC, 161° PSC in hand on starboard steering unit with 80% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm. SWTD closed from the Bridge. 1315 C/C 156 PGC, 164 PSC. 1500 C/C 154 PGC, 163 PSC. 1505 Master

Monday, December 03, 2018

granted permission to commence ventilation on 5P. 1530 Cargo Mate reported Tank Top swung open for ventilation on 5P. 1545 As Watch ends, the vessel is in moderate seas with a fresh E'ly breeze under partly cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

December 03, 2018 16:00

1600-2000 Vessel is underway as before steering course 155° PGC, 165° PSC in hand steering on starboard steering unit with BME at 80%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1657 (b)(3); (b)(6) at conn for supper relief. 1718 (b)(3); (b)(6) at conn. 1729 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a strong ENE'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 03, 2018 20:00

2000-2400 Vessel is underway as before steering course 154° PGC, 161° PSC in hand steering on starboard steering unit with BME at 80%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1957 I/S to 82% BME. 2107 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2113 Azimuth taken of Sirius. Gyro #1 error: 1.1° E. 2145 C/C 146° PGC, 158° PSC. 2218 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2302 C/C 157° PGC, 166° PSC. 2335 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in moderate seas with a fresh E'ly breeze, clear sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

December 03, 2018 23:59

Approved on Thursday, December 06, 2018 18:15 by Riley, William D.

Reviewed on Wednesday, December 05, 2018 08:51 by (b)(3); (b)(6)

Reviewed By

Date

Approved By

Date

Tuesday, December 04, 2018

0000-0400 Vessel underway in the Philippine Sea on voyage 21-18. Steering 157 PGC, 166 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 82% in Mode 2, PTO #2 with SSDG #4 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 16 Riders, and 3 Cadets for a total of 99 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0000 W/O conducted SAT daily test and utilized NVG's. 0030 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0032 C/C 151 PGC, 161 PSC. 0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0155 C/C 153 PGC, 162 PSC. 0220 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0345 As the Watch ends the vessel is in moderate seas with a fresh E'ly breeze under partly clear skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 04, 2018 04:00

0400-0800 Vessel is underway as before steering course 153° PGC, 162° PSC in hand steering on starboard steering unit with BME at 82%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0617 Sunrise. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0638 Azimuth of sun observed on centerline repeater. Gyro error determined to be 0.4°E. As the watch ends the vessel is in a moderate sea with a fresh ENE'ly breeze under partly cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 04, 2018 08:00

0800-1200 Vessel is underway as before steering course 146° PGC, 155° PSC in hand steering on starboard steering unit with BME at 82%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0752 Azimuth taken of the Sun. Gyro #1 error: 0.1° E. 0903 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1002 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1122 Steering test completed in all modes IAW SMS Checklist 7.4-007-01-AO (Pilot House Checklist for UNREP & Close-In Maneuvers). Tested SAT. 1125 C/C 155° PGC, 165° PSC. 1133 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in moderate seas with a strong E'ly breeze, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 04, 2018 12:00

1200-1600 Vessel is underway as before steering course 153° PGC, 163° PSC in hand on port steering unit with 82% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between

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helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm IAW Checklist 7.4-007-01-AO, SWTD closed from the Bridge. 1313 Master has the Conn. 1315 Commenced Hot Work on Fantail LP Air Station IAW SMS Checklist 2.1-010-01-ALL. 1321 sectored all air search and fire control RADARS. 1325 USNS PECOS (T-AO 197) took TACON of USS GREEN BAY (LPD-20). 1329 R/C ROMEO CORPEN 335 PGC, 336 PSC. 1330 Set UNREP Condition 1. Set UNREP Maneuvering Detail. Team 2 to Station 2. RAM dayshapes, ROMEO, and Guide closed up. 1336 Maneuvering Detail manned and ready. (b)(3), (b)(6) and (b)(3), (b)(6) manned Aft Steering (b)(3), (b)(6) manned HSO. 1340 All Stations reported manned and ready. (b)(7)(F) commenced approach to port (b)(7)(F) alongside to port. 1358 All shotlines in hand. Romeo struck. 1400 P&D line connected. CO to CO communications tested SAT. Emergency breakaway procedures discussed and understood. 1409 Spanwire tensioned Station 2. 1416 Probe seated. Bravo closed up. 1419 Commenced pumping DFM Station 2 in position: 15-11.5' N, 135-11.9' E. 1545 As Watch ends, the vessel is in moderate seas with a fresh E'ly breeze under partly cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 04, 2018 16:00

1600-2000 Vessel is underway as before steering Romeo Corpen 335° PGC, 336° PSC in hand steering on port steering unit with BME at 55%. Captain at conn. (b)(7)(F) alongside to port. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1556 (b)(3), (b)(6) relieved (b)(3), (b)(6) as Helm Safety Officer. 1558 (b)(3), (b)(6) relieved (b)(3), (b)(6) in aft steering. 1600 Ceased pumping DFM at Station 2 in position L 15° 32'N, LON 135° 00'E. 1601 UNREP completed at Station 2. 1603 Emergency Breakaway Drill to port. Probe unseated at Station 2. 1604 Station 2 spanwire detensioned. All lines clear to port. 1605 Aft steering dismissed. (b)(7)(F) away and clear to port. I/S to 60% BME. 1606 Secured UNREP Maneuvering Detail. 1608 67% BME. 1610 Switched from port to starboard steering unit. 1612 Secured from UNREP Condition 1. I/S to 74% BME. 1614 I/S to 77% BME. 1616 I/S to 80% BME. 1657 (b)(3), (b)(6) at conn for supper relief. 1720 (b)(3), (b)(6) at conn. 1727 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1942 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a fresh ENE'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 04, 2018 20:00

2000-2400 Vessel is underway as before steering course 336° PGC, 338° PSC in hand steering on starboard steering unit with BME at 80%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 2025 C/C 328° PGC, 333° PSC. 2102 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2222 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2233 Azimuth taken of Canopus. Gyro #1 error: 0.3°W. 2327 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in moderate seas with a strong ExNE'ly breeze, clear sky, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

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Report Date: Saturday, February 08, 2020 23:12

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(b)(3), (b)(6)

December 04, 2018 23:59**Approved on Thursday, December 06, 2018 18:15 by Riley, William D.****Reviewed on Thursday, December 06, 2018 05:46 by**

(b)(3), (b)(6)

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Reviewed By

Date

Approved By

Date

Wednesday, December 05, 2018

0000-0400 Vessel underway in the Philippine Sea on voyage 21-18. Steering 334 PGC, 337 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 80% in Mode 2, PTO #2 with SSDG #4 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 16 Riders, and 3 Cadets for a total of 99 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6) and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0000 W/O conducted SAT daily test and utilized NVG's. 0005 C/C 336 PGC, 338 PSC. 0030 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0220 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0322 C/C 333 PGC, 336 PSC. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0345 As the Watch ends the vessel is in moderate seas with a strong ENE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 05, 2018 04:00

0400-0800 Vessel is underway as before steering course 333° PGC, 335° PSC in hand steering on starboard steering unit with BME at 80%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0600 CGOMATE reports: Completion of Monthly Self-Test, Auto Zero and Bump Test of Gas Analyzers (Tests SAT) and the Drager Bellows Leak Test (Tests SAT) for the month of Dec 2018. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0628 Sunrise. 0705 Cargo Mate reports: conducted Gas Analyzer Drop test in Cargo DFM Tank 5P; Test SA (b)(3); (b)(6) 0712 R/S to 78% BME. 0715 R/S to 75% BME. 0719 R/S to 73% BME. 0722 R/S to 67% BME. 0725 R/S to 65% BME. 0727 R/S to 60% BME. 0730 R/S to 57% BME. 0735 Master grants permission to enter Cargo DFM Tank 5P (b)(3); (b)(6). As the watch ends the vessel is in a moderate sea with a fresh ENE'ly breeze under partly cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 05, 2018 08:00

0800-1200 Vessel is underway as before steering course 338° PGC, 340° PSC in hand steering on starboard steering unit with BME at 58%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0750 Azimuth taken of the Sun. Gyro #1 error: 0.8° W. 0835 (b)(3); (b)(6) Cargo Mate, entered DFM cargo tank #5P. 0842 (b)(3); (b)(6) Cargo Mate, exited DFM cargo tank #5P. 0845 Gas Free Certificate Number 022 -2018 issued for DFM cargo tank #5P - SAFE FOR PERSONNEL, IAW SMS Checklist 2.1-020-01-ALL Rev 0.3. Valid through 06 December 2018. 0850 Confined Space Entry Checklist and Permit completed for DFM cargo tank #5P IAW SMS Checklist 2.1-001-01-ALL. 0900 Gas Free Certificate 022-2018 posted at DFM cargo tank #5P. 0902 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 0905 Pre-take entry safety brief conducted from 0900-0905. 8 personnel for a total of 0.7 m/hr. 0907 (b)(3); (b)(6) and (b)(3); (b)(6) entered DFM cargo tank #5P for sandpiper evolution. 0928 (b)(3); (b)(6) and (b)(3); (b)(6) exited DFM cargo tank #5P. 0947 (b)(3); (b)(6), (b)(3); (b)(6), and Bosun Mate (b)(3); (b)(6) entered DFM cargo tank #5P. 0950 (b)(3); (b)(6) entered DFM cargo tank #5P. 1013 (b)(3); (b)(6), Bosun Mate

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(b)(3); (b)(6) (b)(3); (b)(6), and (b)(3); (b)(6) exited DFM cargo tank #5P. 1020 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1054 (b)(3); (b)(6), (b)(3); (b)(6), (b)(3); (b)(6) (b)(3); (b)(6) entered DFM cargo tank #5P. 1104 (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) exited DFM cargo tank #5P. 1128 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1130 DFM cargo tank #5P tank top and butterworth plate secured. DFM cargo tank #5P secured for sea. 1145 As the watch ends, the vessel is in slight seas with a ExNE'ly breeze, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 05, 2018 12:00

1200-1600 Vessel is underway as before steering course 334° PGC, 336° PSC in hand on starboard steering unit with 58% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm, SWTD closed from the Bridge. 1315 Commenced Hot Work on Flight Deck starboard side speaker IAW SMS Checklist 2.1-010-01-ALL. 1405 Commenced Hot Work on pipes in Mess Deck passageway IAW SMS Checklist 2.1-010-01-ALL. 1447 C/C 331 PGC, 334 PSC. 1545 As Watch ends, the vessel is in moderate seas with a fresh E'ly breeze under partly cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 05, 2018 16:00

1600-2000 Vessel is underway as before steering course 331° PGC, 334° PSC in hand steering on starboard steering unit with BME at 58%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1549 (b)(3); (b)(6) completed monthly test, inspection of life rings/buoys and distress marker lights. Test & Inspection is SAT on 30 of 30 life rings. Discrepancies noted, for future corrective action. 1657 (b)(3); (b)(6) at conn for supper relief. 1700 Secured from hot work in vicinity of galley area and on flight deck. 1720 (b)(3); (b)(6) at conn. 1729 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a moderate ESE'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 05, 2018 20:00

2000-2400 Vessel is underway as before steering course 334° PGC, 336° PSC in hand steering on starboard steering unit with BME at 58%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2051 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2113 C/C 300° PGC, 306° PSC. 2139 Azimuth taken of Sirius. Gyro #1 error: 0.1° W. 2203 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2334 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in slight seas with a gentle SE'ly breeze, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

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Report Date: Saturday, February 08, 2020 23:12

Wednesday, December 05, 2018

(b)(3), (b)(6)

December 05, 2018 23:59

Approved on Saturday, December 08, 2018 19:48 by Riley, William D.
Reviewed on Friday, December 07, 2018 21:47 by

(b)(3), (b)(6)

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Reviewed By

Date

Approved By

Date

Thursday, December 06, 2018

0000-0400 Vessel underway in the Philippine Sea on voyage 21-18. Steering 306 PGC, 309 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 58% in Mode 2, PTO #2 with SSDG #4 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 16 Riders, and 3 Cadets for a total of 99 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0000 W/O conducted SAT daily test and utilized NVG's. 0030 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0112 C/C 310 PGC, 314 PSC. 0202 C/C 308 PGC, 313 PSC. 0220 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0333 I/S 62%. 0340 As the Watch ends the vessel is in moderate seas with a gentle ESE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 06, 2018 04:00

0400-0800 Vessel is underway as before steering course 308° PGC, 313° PSC in hand steering on starboard steering unit with BME at 62%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0639 I/S to 64% BME. 0652 Sunrise. As the watch ends the vessel is in a slight sea with a light SE'ly breeze under partly cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 06, 2018 08:00

0800-1200 Vessel is underway as before steering course 311° PGC, 315° PSC in hand steering on starboard steering unit with BME at 64%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0803 Man Overboard (MOB) signal sounded for drill in position 24° 25.9' N, 128° 59.4' E. Master on the bridge. Master assumed conn. All assigned personnel reported to their respective stations prepared to perform the duties specified in the Station Bill and shipboard recovery. 0810 D/S 20% BME. 0817 Ship's Purser reports positive muster complete. Secured from drill. Spare RHIB ready to launch. 0820 Spare RHIB at the water's edge. Throttle controls not functioning. 0830 Spare RHIB secured for sea. 0840 C/C 305° PGC, 313° PSC. I/ (b)(7)(F) ME. 0842 (b)(3); (b)(6) assumed conn. 0905 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1020 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1111 (b)(3); (b)(6) completed a round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in slight seas with a gentle S'ly breeze, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 06, 2018 12:00

1200-1600 Vessel is underway as before steering course 307° PGC, 312° PSC in hand on starboard steering

Thursday, December 06, 2018

unit with (b)(7)(F) BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between (b)(3); (b)(6) lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm, SWTD closed from the Bridge. 1300 C/C 309 PGC, 314 PSC. 1305 Commenced Hot Work on pipes in Mess Deck passageway IAW SMS Checklist 2.1-010-01-ALL. 1315 W/O conducted Loss of Steering Training with 12x16 Watchstanders from (1255-1315) IAW SMS 8.13-001-02-AO. 4 personnel present for 1.3 M/Hrs. 1427 MSO REPORTS THAT THE "MONTHLY SANITATION INSPECTION OF ALL GALLEY SPACES WAS CONDUCTED WITH DISCREPANCIES NOTED FOR CORRECTION". 1505 D/S 80%. 1508 C/C 310 PGC, 315 PSC. 1510 D/S 77%. 1515 D/S 73%. 1520 D/S 67%. 1523 D/S 62%. 1545 As Watch ends, the vessel is in slight seas with a gentle WSW'ly breeze under cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 06, 2018 16:00

1600-2000 Vessel is underway as before steering course 309° PGC, 315° PSC in hand steering on starboard steering unit with BME at 59%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6) and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1600 R/S to 57% BME. 1623 C/C to 340° PGC, 345° PSC to maneuver for traffic. 1649 C/C to 309° PGC, 313° PSC to maneuver for traffic. 1655 (b)(3); (b)(6) at conn for supper relief. 1700 Secured from hot work in vicinity of galley area. 1720 (b)(3); (b)(6) at conn. 1734 Visibility reduced below 1 nm. Commenced sound signals for restricted visibility. 1740 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1742 Secured sound signals. 1850 I/S to 62% BME. C/C to 026° PGC, 029° PSC as per charted track. 1855 I/S to 67% BME. 1900 I/S to 74% BME. 1905 I/S to 79% BME. 1910 I/S to 80% BME. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a fresh NNE'ly breeze under partly cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 06, 2018 20:00

2000-2400 Vessel is underway as before steering course 028° PGC, 031° PSC in hand steering on starboard steering unit with BME at 80%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2033 C/C 064° PGC, 070 ° PSC. 2105 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2211 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2332 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in slight seas with a gentle NNE'ly breeze, overcast sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 06, 2018 23:59

Approved on Saturday, December 08, 2018 19:48 by Riley, William D.
Reviewed on Friday, December 07, 2018 21:47 by (b)(3); (b)(6)

Thursday, December 06, 2018

Reviewed By	Date	Approved By	Date
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Friday, December 07, 2018

0000-0400 Vessel underway in the East China Sea on voyage 21-18. Steering 066 PGC, 074 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 80% in Mode 2, PTO #2 with SSDG #4 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 16 Riders, and 3 Cadets for a total of 99 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0000 W/O conducted SAT daily test and utilized NVG's. 0028 C/C 105 PGC, 118 PSC. 0045 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0119 C/C 102 PGC, 112 PSC. 0158 C/C 104 PGC, 114 PSC. 0220 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0233 C/C 093 PGC, 105 PSC. 0306 C/C 095 PGC, 107 PSC. 0327 D/S 78%. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0335 D/S 73%. 0336 C/C 098 PGC, 110 PSC. 0340 D/S 67%. 0341 C/C 100 PGC, 114 PSC. 0345 As the Watch ends the vessel is in slight seas with a gentle NE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 07, 2018 04:00

0400-0800 Vessel is underway as before steering course 100° PGC, 110° PSC in hand steering on starboard steering unit with BME at 67%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0419 Azimuth of Venus observed on centerline repeater. Gyro error determined to be 0.4°W. 0454 Established VHF 16 as safety channel and VHF 72 as working channel with (b)(7)(F) IAW SMS Checklist 7.4-007-01-AO. Established Romeo Corpen 030° PGC and Romeo Speed 12kts with (b)(7)(F) IAW SMS Checklist 7.4-007-01-AO. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0509 Completed a satisfactory test of steering gear in all modes IAW SMS Checklist 7.4-007-01-AO. Verified repeater error is 0.0° with aft steering. 0536 Completed a satisfactory test of the ship's general alarm IAW SMS Checklist 7.4-007-01-AO. I/S to 54% BME. C/C to 080° PGC, 090° PSC to intercept (b)(7)(F) 0538 I/S to 57% BME. 0539 Captain at conn. 0550 I/S to 60% BME. 0555 I/S to 66% BME. 0557 I/S to 67% BME. 0600 Set UNREP Maneuvering Detail and UNREP Condition 1. Completed a satisfactory test of the ship's whistle IAW SMS Checklist 7.4-007-01-AO. 0613 All stations manned and ready. 0621 PRE-UNREP portion of SMS Checklist 7.4-007-01-AO completed; master notified. Romeo at dip to port. Ball diamond ball hoisted. 0636 USNS PECOS (T-AO 197) commenced approach to port side of (b)(7)(F). 0640 Bow to stern to starboard. 0642 Cargo Bosun reported (b)(7)(F) did not have receiver for probe and a rob coupling will need to be fitted at Station 1 hose. USNS PECOS (T-AO 197) alongside to port of (b)(7)(F). 0649 Shotlines across to starboard. 0653 P&D Line across. Romeo struck. 0657 Sunrise. 0736 Rob coupling fitted to Station 1 hose. Spanwire across to (b)(7)(F). Emergency breakaway procedures discussed CO to CO. 0740 Station 1 spanwire retrieved to fit pelican hook. As the watch ends the vessel is in a moderate sea with a fresh NNE'ly breeze under partly cloudy skies with good visibility. 0743 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 07, 2018 08:00

0800-1200 Vessel is underway as before steering course 028° PGC, 033° PSC in hand steering on port

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steering unit with BME at 54%. Master has the conn. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm and lookout. 0755 Spanwire tensioned Station 1. 0810 Commenced pumping DFM to Station 1 in position: 27° 33.1' N, 130° 04.0' E. Bravo closed up. 0817 Chief Mate assumed conn. 0915 Captain assumed conn. 0959 Chief Mate assumed conn. 1006 Ceased pumping DFM to Station 1 in position: 27° 53.2' N, 130° 17.5' E. 1012 Resumed pumping DFM to Station 1 in position 27° 54.1' N, 130° 18.2' E. 1028 (b)(3), (b)(6) assumed conn. 1050 Captain assumed conn. Ceased pumping DFM to Station 1 in position: 28° 00.3' N, 130° 22.3' E. Bravo struck. 1101 Robb Coupling disconnected on the (b)(7)(F). 1102 Spanwire de-tensioned at Station 1. 1105 All lines clear to starboard (b)(7)(F) away and clear to starboard. 1110 Station 1 secured for sea. 1110 Secured UNREP Condition I and the UNREP maneuvering detail. 1145 As the watch ends, the vessel is in moderate seas with a strong N'ly breeze, overcast sky, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 07, 2018 12:00

1200-1600 Vessel is underway as before steering course 264° PGC, 267° PSC in hand on starboard steering unit with 62% on BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm. 1400 D/S 59%. 1505 D/S 57%. 1525 C/C 261 PGC, 265 PSC. 1545 As Watch ends, the vessel is in slight seas with a fresh NNE'ly breeze under cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 07, 2018 16:00

1600-2000 Vessel is underway as before steering course 261° PGC, 265° PSC in hand steering on starboard steering unit with BME at 57%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1554 C/C to 310° PGC, 316° PSC as per charted track line. 16 (b)(3), (b)(6) at conn for supper relief. 1715 C/C to 340° PGC, 346° PSC as per charted track line. 1724 (b)(3), (b)(6) t conn. 1728 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Ion lights burning bright. 1736 I/S to 59% BME. 1924 (b)(3), (b)(6) completed a round of the vessel; all in good order. 1930 Watch Officer completed training on (b)(7)(F). 4 personnel for 0.4 man hours. As the watch ends the vessel is in a slight sea with a fresh NE'ly breeze under overcast skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 07, 2018 20:00

2000-2400 Vessel is underway as before steering course 331° PGC, 336° PSC in hand steering on starboard steering unit with BME at 58%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 2059 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2222 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2300 I/S 65% BME. 2319 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in rough seas with a NxNE'ly gale winds, overcast sky, and good visibility. Watch Officer

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Friday, December 07, 2018

properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6) December 07, 2018 23:59

Approved on Thursday, December 13, 2018 18:46 by Riley, William D.**Reviewed on Sunday, December 09, 2018 11:00 by (b)(3), (b)(6)**

Reviewed By

Date

Approved By

Date

Saturday, December 08, 2018

0000-0400 Vessel underway in the East China Sea on voyage 21-18. Steering 323 PGC, 328 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 65% in Mode 2, PTO #2 with SSDG #4 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 16 Riders, and 3 Cadets for a total of 99 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 2358 C/C 340 PGC, 352 PSC for traffic. 0014 C/C 320 PGC, 326 PSC. 0035 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0049 C/C 325 PGC, 330 PSC. 0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0107 C/C 332 PGC, 339 PSC. 0220 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0235 C/C 337 PGC, 342 PSC. 0250 C/C 340 PGC, 345 PSC for traffic. 0305 C/C 336 PGC, 342 PSC. 0318 D/S 63%. 0332 C/C 334 PGC, 340 PSC. 0334 D/S 62%. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0345 As the Watch ends the vessel is in moderate seas with a strong N'ly breeze under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 08, 2018 04:00

0400-0800 Vessel is underway as before steering course 334° PGC, 340° PSC in hand steering on starboard steering unit with BME at 62%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0408 R/S to 58% BME. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0530 R/S to 53% BME. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0600 Established VHF 16 as safety channel and VHF 72 as working channel with (b)(7)(F). (b)(7)(F) IAW SMS Checklist 7.4-007-01-AO. Established Romeo Corpen 040° PGC and Romeo Speed 13kts with (b)(7)(F) IAW SMS Checklist 7.4-007-01-AO. Established VHF 16 as safety channel and VHF 72 as working channel with (b)(7)(F). (b)(7)(F) IAW SMS Checklist 7.4-007-01-AO. Established Romeo Corpen 040° PGC and Romeo Speed 13kts with (b)(7)(F) IAW SMS Checklist 7.4-007-01-AO. 0642 030° PGC / 035° PSC to steer for new RDVU. I/S to 60% BME. 0656 Completed a satisfactory test of the ship's whistle and general alarm IAW SMS Checklist 7.4-007-01-AO. 0706 Captain at conn. 0709 Completed a satisfactory test of steering gear in all modes IAW SMS Checklist 7.4-007-01-AO. Verified repeater error is 0.0° with aft steering. 0733 I/S to 80% BME. 0739 AIS set to transmit mode for traffic. As the watch ends the vessel is in a strong sea with a fresh N'ly breeze under overcast skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 08, 2018 08:00

0800-1200 Vessel is underway as before steering course 075° PGC, 076° PSC in hand steering on port steering unit with BME at 64%. Master has the conn. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm and lookout. 0750 C/C 045° PGC, 051° PSC. D/S to 55% BME. Steady on Romeo Corpen and Romeo Speed. 0800 Set UNREP Condition III. Team 1 to Station 3, Team 2 to Station 8, Team 3 to back fill, Team 4 to Station 4 and Team 5 to Station 1. Set UNREP Maneuvering Detail. Romeo at the dip. 0806 Romeo at the dip to port and starboard. 0807 Romeo closed up to port. 0815 All

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stations reported manned and ready. PRE-UNREP portion of checklist completed. Master notified closed up to starboard. 0823 (b)(7)(F) commenced approach to port. 0825 (b)(7)(F) alongside to port. 0841 CO to CO communications with (b)(7)(F) tested SAT. Emergency Breakaway Procedures discussed and understood. (b)(7)(F) commenced approach to starboard. 0844 Spanwire tensioned at Station (b)(7)(F) alongside to starboard. 0849 Highline tensioned at Station 4. 0853 Commenced pumping DFM from Station 8 in position: 30° 59.4' N, 127° 44.5' E. Bravo closed up. 0857 Commenced pumping JP5 from Station 8 in position: 30° 00.1' N, 127° 45.2' E. 0900 First lift cargo from Station 4. 0905 CO to CO communications with (b)(7)(F) tested SAT. Emergency Breakaway Procedures discussed and understood. 0904 Last lift cargo from Station 4. 0910 Highline tensioned at Station 3. 0912 First lift RETRO to Station 4. 0913 Ceased pumping JP5 from Station 8 in position: 31° 02.7' N, 127° 48.1' E. 0922 Spanwire tensioned at Station 1. 0926 First lift cargo from Station 3. 0929 Last lift RETRO to Station 4. 0933 Highline de-tensioned at Station 4. 0950 Last lift cargo from Station 3. 1010 First lift RETRO to Station 3. 1015 Highline de-tensioned at Station 3. 1044 Ceased pumping DFM from Station 1 in position: 31° 16.8' N, 128° 04.2' E. 1050 Spanwire de-tensioned at Station 1. 1053 All lines clear to starboard. (b)(7)(F) away and clear to starboard. 1054 Ceased pumping DFM from Station 3 in position 31° 18.1' N, 128° 05.9' E. Bravo struck. 1103 All lines clear to port (b)(7)(F) away and clear to port. 1105 Secured UNREP Condition III and the UNREP maneuvering detail. 1128 D/S to 40% BME. (b)(3); (b)(6) assumed conn. 1145 As the watch ends, the vessel is in moderate seas with a fresh NW'ly breeze, overcast sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 08, 2018 12:00

1200-1600 Vessel is underway as before steering course 045° PGC, 052° PSC in hand on starboard steering unit with 40% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm. 1225 C/C 030 PGC, 035 PSC. 1230 Set Flight Quarters. RAM dayshapes and Hotel closed up. 1241 All Stations manned and ready. 1242 Master granted permission to conduct Flight Quarters. Green Deck. 1349 D/S 30%. 1425 D/S 20%. 1545 As Watch ends, the vessel is in slight seas with a fresh NNE'ly breeze under cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 08, 2018 16:00

1600-2000 Vessel is underway as before steering Foxtrot Corpen 030° PGC, 035° PSC in hand steering on starboard steering unit with BME at 20%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1615 (b)(3); (b)(6) conducted a Pre-Arrival Navigation Brief from 1600 to 1615 IAW SMS Checklist 7.2-002-01-AO, T-AO Arrival Checklist. 13 personnel for 3.3 man hours. Computed arrival drafts IAW 33 CFR 164.25: FWD 28'07" MID 30'04" AFT 31'10". Computed maximum draft IAW 46 CFR 35.20-5: 31'10". Computed Under Keel Clearance (UKC) IAW 33 CFR 157.455: 8'03". 1654 (b)(3); (b)(6) at conn for supper relief. 1707 On deck. 1710 Helo off deck. The following PAX reported aboard (b)(6)

(b)(6)

[REDACTED]

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Sunday, December 09, 2018

0000-0400 Vessel underway in the East China Sea on voyage 21-18. Steering 033 PGC, 040 PSC in hand with the port steering unit engaged. Online: Both Main Engines at 55% in Mode 2, PTO #2 with SSDG #4 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 49 Riders, and 3 Cadets for a total of 132 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 2356 C/C 026 PGC, 032 PSC. 0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0140 W/O completed SAT Test of GMDSS System for Arrival Sasebo, Japan IAW 47 CFR 80.1105(i)(2). 0155 D/S 53%. 0220 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0241 I/S 55%. 0243 C/C 031 PGC, 037 PSC. 0333 I/S 57%. 0334 C/C 032 PGC, 037 PSC. 0335 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0345 As the Watch ends the vessel is in moderate seas with a strong N'ly breeze under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 09, 2018 04:00

0400-0800 Vessel is underway as before steering course 032° PGC, 036° PSC in hand steering on port steering unit with BME at 58%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0424 Confirmed ETA 0630 at Kogosaki with Kogosaki Station on VHF 12. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0515 I/S to 59% BME. 0518 Captain at conn. 0529 I/S to 62% BME. 0530 Tested ship's whistle and general alarm IAW SMS Checklist 7.2-002-01-AO T-AO Arrival Checklist. 0548 C/C to 051° PGC, 053° PSC as per charted track. 0554 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0600 Set Sea, Anchor, and Maneuvering Detail. 0603 Maneuvering Detail manned and ready. 0609 Bow manned and ready; both anchors ready to let go. 0611 Master at the conn in pilotage waters. 0614 Pilot boat alongside to starboard. (b)(3); (b)(6) aboard via starboardside tank deck pilot ladder. 0616 Pilot boat away and clear to starboard. 0627 Vessel abeam Buoys 1 and 2. 0633 Master Pilot Information Exchange completed IAW 33 CFR 157.455(b). 0637 Daymark #2 abeam to starboard. 0651 Iori Saki abeam to port. 0700 Deck Department Fore and Aft. SMS Checklist 7.2-002-01-AO T-AO Arrival Checklist completed; Master notified. 0705 Stern manned and ready; safety brief given. 0712 Sunrise. El-no-hana abeam to starboard. 0716 Tug AKASAKI MARU made fast with one tug's line port bow. 0717 Tug KATAGAMI made fast with one tug's line port quarter. 0723 Benten Shima abeam to starboard. 0744 SME declutched. 0745 Arrival taken on Voyage 21-18 in position L 33° 09.1'N, LON 129° 42.4'E with Benten Shima bearing 126.8° at 0.526nm. As the watch ends the vessel is in calm harbor conditions with a light N'ly breeze under cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 09, 2018 08:00

0800-1200 Vessel is underway as before steering various courses and speed changes for arrival Sasebo, Japan. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0854 First line. 0754 FWW. FWE. Secured Sea, Anchor, and Maneuvering details. 0824 Forward tug AKASAKI MARU and after tug TATAGAMI cast off. 0830 Vessel securely moored starboard-

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side to Akasaki Wharf berths 1 and 2 with 2 head lines, 2 breast lines and 2 spring lines forward, and 2 spring lines, 2 breast lines, and 2 stern lines aft. 0836 Pilot discharged. 0848 Overflow alarms tested IAW SMS Checklist 7.4-006-01-AO (Loading Cargo Fuel & Cargo Lube Oil Checklist). One discrepancy noted with DFM cargo tank #7P. 0900 Liberty granted for all authorized personnel. Master granted permission to conduct crane operations. 0900 USS CURTIS WILBER PAX departed bag and baggage:

(b)(6)

(b)(7)(F)

PAX departed bag and baggage:

(b)(6)

(b)(7)(F)

departed bag and baggage: (b)(6)

(b)(6)

. 0910 Pre-transfer conference conducted with shore PIC and Declaration of Inspection (DOI) signed in the Supply Office from 0900-0910 IAW SMS Checklist 7.4-006-01-AO (Loading Cargo Fuel & Cargo Lube Oil Checklist). 18 participants for total of 3.0 m/hr. Commenced de-ballast (b)(3); (b)(6) 0920 ESIT #703 departed bag and baggage: (b)(3); (b)(6)

(b)(3); (b)(6)

1007 SCO (b)(3); (b)(6) (billet 201-02)

reported aboard for duty. 0922 First lift ship's trash. 0934 Oil boom rigged around ship IAW SMS Checklist 7.4-006-01-AO (Loading Cargo Fuel & Cargo Lube Oil Checklist). 1013 Last lift trash. 1015 First lift cargo trash. 1037 Last lift cargo trash. 1033 Master granted permission to conduct cargo fuel loading operations. 1122 Commenced fuel transfer at Station 7 and Station 7A IAW SMS Checklist 7.4-006-01-AO (Loading Cargo Fuel & Cargo Lube Oil Checklist). Bravo closed up. 1200 Vessel is securely moored as before under partly cloudy sky with a light N'ly breeze. (b)(3); (b)(6) retained the watch.

(b)(3); (b)(6)

December 09, 2018 12:00

1200-1600 Vessel securely moored as before. On Watch (b)(3); (b)(6) with (b)(3); (b)(6) and (b)(3); (b)(6) rotating as gangway and roving security (b)(7)(F)

1200

(b)(3); (b)(6)

. and

(b)(3); (b)(6)

reported aboard for duty. 1320 Personnel working aloft changing lights at Station 1 and Station 8 forward mast IAW SMS Checklist 2.1-014-01-ALL (Working Aloft Checklist). Kilo closed up. 1455 Cargo Mate reported stopped receiving JP5. 1545 As the watch ends, vessel is securely moored as before under partly cloudy skies with a light NW'ly breeze. W/O properly relieved by (b)(3); (b)(6).

Shaw, Alex R.

December 09, 2018 16:00

1600-2000 Vessel securely moored as before. Vessel is loading DFM at Station 7. On watch: (b)(3); (b)(6) as watch officer with (b)(3); (b)(6) and (b)(3); (b)(6) (b)(7)(F)

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(b)(7)(F)

1558 Billet 328-02 DMACH

(b)(6)

returned from Ship's Funded Leave. 1630 Secured from personnel working aloft. Drafts observed: FWD 29'03" MID 32'03" AFT 34'09". 1654 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 1713 Sunset & colors observed. All deck, anchor, security, and aircraft warning lights energized. Set condition cruising main deck and below. Sliding watertight doors closed. 1830 FWD 30'02" MID 33'00" AFT 35'01". 1900 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 1945 (b)(3), (b)(6) completed a round of the vessel; all secure. Vessel securely moored as before under partly cloudy skies with a light NE'ly air.

(b)(3), (b)(6) retained the watch.

(b)(3), (b)(6)

December 09, 2018 20:00

2000-2400 Vessel securely moored as before; watch as before. 2012 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 2121 Ceased loading DFM at Station 7 and 7A; Master notified. 2130 Drafts observed: FWD 34'00" MID 34'08" AFT 35'01" LIST 0.25° STBD. 2141 DFM hose disconnected at Station 7A. 2146 JP-5 hose disconnected at Station 7A. 2151 DFM hose disconnected at Station 7. 2156 JP-5 hose disconnected at Station 7. 2201 Bonding cable disconnected. 2215 Secured fueling detail. 2300 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. As the watch ends, the vessel is securely moored as before in calm harbor conditions under partly cloudy skies with a light E'ly air. 2345 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 09, 2018 23:59

Approved on Thursday, December 13, 2018 18:47 by Riley, William D.**Reviewed on Thursday, December 13, 2018 08:08 by (b)(3), (b)(6)**

Reviewed By

Date

Approved By

Date

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Report Date: Saturday, February 08, 2020 23:12

Monday, December 10, 2018

0000-0400 Vessel securely moored to Akasaki Wharf, Sasebo, Japan; starboard side to breasting Barge YC-1528 at Berth No. 1 and No. 2 with six lines forward and six lines aft. Shore side brow positioned at starboard sideport & well lit with gangway Watch in attendance. Rat guards affixed to each set of lines. Oil containment boom secured around vessel. Deck lighting and waterline security lights illuminated. Ship on ship's power. Cell phones, ships vehicles, and bus service as per posted schedule. Visitors and contractors aboard as per visitor log. Vessel observing ZD -9(I). Vessel in FPCON Alpha with additional measures in effect. Duty Engineer is (b)(3), (b)(6). On Watch: (b)(3), (b)(6) with (b)(3), (b)(6) and (b)(3), (b)(6) (b)(7)(F)

The Watch is conducting frequent and thorough rounds of vessel to include: Bridge, Gangway, Masters Office, Purser's Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Room, Berthing Areas, Laundries, Storage Areas, Holds & Weather Decks. 0045 W/O completed rounds about the vessel; all secure. (b)(7)(F) (b)(7)(F) 0200 (b)(3), (b)(6) completed rounds about the vessel; all secure. 0300 W/O completed rounds about the vessel; all secure. 0355 (b)(3), (b)(6) completed rounds about the vessel; all secure. 0400 Vessel is securely moored as before under partly cloudy skies with a light ENE'ly breeze. (b)(3), (b)(6) retained the Watch.

(b)(3), (b)(6)

December 10, 2018 04:00

0400-0800 Vessel securely moored as before. Watch as before. 0430 W/O completed rounds about the vessel; all secure. 0600 (b)(3), (b)(6) completed rounds about the vessel; all secure. 0645 W/O completed rounds about the vessel; all secure. 0712 Sunrise. All deck, anchor and security lights secured. 0715 Morning drafts observed and recorded. 0730 (b)(3), (b)(6) completed rounds about the vessel; all secure. 0745 As the Watch ends, the vessel is securely moored as before under cloudy skies with a light E'ly air. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 10, 2018 08:00

0800-1200 Vessel securely moored as before. On watch: (b)(3), (b)(6) with (b)(3), (b)(6) and (b)(3), (b)(6) rotating as gangway and roving security. (b)(7)(F)

0800 Colors observed. 0815 Oil containment boom removed around vessel. 0820 Oily waste barge SEAON-C NO. 1 alongside to port. 0832 Oily waste barge SEAON-C NO. 1 made fast to port with 2 lines forward and 2 lines aft. 0845 SMS Internal Audit meeting conducted in the 05-lounge from 0830-0845. 12 participants for a total of 3.0 m/hr. 0848 Master granted permission to conduct cargo operations. 0915 First lift cargo. 0933 Commenced oily waste transfer IAW SMS Checklist 7.4-002-01-AO (Waste Oil/Oily Waste Discharge Checklist). Bravo closed up. 0943 Personnel working aloft to repair kingpost floodlights IAW SMS Checklist 2.1-014-01-ALL (Working Aloft Checklist). Kilo closed up. 1043 Last lift cargo. 1150 (b)(3), (b)(6) reported aboard for duty. 1200 Vessel is securely moored as before under cloudy sky with a light ExSE'ly breeze. (b)(3), (b)(6) retained the watch.

Monday, December 10, 2018

(b)(3); (b)(6) December 10, 2018 12:00

1200-1600 Vessel securely moored as before. Watch as before. (b)(7)(F)
1321 Cargo Bosun reported adjusting after-leading spring line aft. 1531 Secured from oily waste transfer. Bravo struck. 1545 As the watch ends, vessel is securely moored as before under partly cloudy skies with a light SxSE'ly breeze. W/O properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6) December 10, 2018 16:00

1600-2000 Vessel securely moored as before. On watch: (b)(3); (b)(6) as watch officer with (b)(3); (b)(6) and (b)(3); (b)(6) (b)(7)(F)
1606 Oil boom removed from around vessel. 1612 Oily waste barge SEAPON-C No. 1 cast off and away. 1618 Oil boom in place around vessel. 1624 Secured from personnel working aloft. 1654 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 1700 Drafts observed: FWD 33'08" MID 34'06" AFT 35'01" LIST 0.0°. 1714 Sunset & colors observed. All deck, anchor, security, and aircraft warning lights energized. Set condition cruising main deck and below. Sliding watertight doors closed. 1743 Billet T-3 (b)(3); (b)(6) reported aboard. 1745 Billet T-4 MM3 (b)(3); (b)(6) reported aboard. (b)(7)(F) 1900 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 1945 (b)(3); (b)(6) completed a round of the vessel; all secure. Vessel securely moored as before under partly cloudy skies with a light NE'ly air. (b)(3); (b)(6) retained the watch.

(b)(3); (b)(6) December 10, 2018 20:00

2000-2400 Vessel securely moored as before; watch as before. 2030 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 2145 (b)(3); (b)(6) completed a round of the vessel; all secure. 2300 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 2342 (b)(3); (b)(6) completed a round of the vessel; all secure. As the watch ends, the vessel is securely moored as before in calm harbor conditions under partly cloudy skies with a light E'ly air. 2345 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6) December 10, 2018 23:59

Approved on Thursday, December 13, 2018 18:47 by Riley, William D.
Reviewed on Thursday, December 13, 2018 08:08 by (b)(3); (b)(6).

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Report Date: Saturday, February 08, 2020 23:12

Monday, December 10, 2018

Reviewed By

Date

Approved By

Date

Tuesday, December 11, 2018

0000-0400 Vessel securely moored to Akasaki Wharf, Sasebo, Japan; starboard side to breasting barge YC-1528 at berth no. 1 and no. 2 with six lines forward and six lines aft. Shore side brow positioned at starboard sideport and well lit with gangway watch in attendance. Rat guards affixed to each set of lines. Oil containment boom secured around vessel. Deck lighting and waterline security lights illuminated. Ship on ship's power. Cell phones, ship's vehicles, and bus service as per posted schedule. Visitors and contractors aboard as per visitor log. Vessel observing ZD -9 (I). (b)(7)(F)

The watch is conducting frequent and thorough rounds of vessel to include: bridge, gangway, master's office, purser's office, radio room, ship's store, hospital, armory, mess decks, aft steering, motor rooms, pump room, berthing areas, laundries, storage areas, holds and weather decks.

(b)(7)(F) (b)(3); (b)(6) reported aboard for transfer to the (b)(7)(F) 0148 Watch Officer completed rounds about the vessel. All in apparent good order. 0157 (b)(3); (b)(6) completed rounds about the vessel. All in apparent good order. 0337 Watch Officer completed rounds about the vessel. All in apparent good order. 0400 Vessel is securely moored as before under overcast skies with drizzle and a light NxnW'ly breeze (b)(3); (b)(6) retained the watch.

(b)(3); (b)(6) December 11, 2018 04:00

0400-0800 Vessel securely moored as before. Watch as before. 0400 (b)(3); (b)(6) completed rounds about the vessel. All in apparent good order. 0537 Watch Officer completed rounds about the vessel. All in apparent good order. 0600 (b)(3); (b)(6) (billet 210-01) and (b)(3); (b)(6) departed bag and baggage. (b)(3); (b)(6) completed rounds about the vessel. All in apparent good order (b)(7)(F) (b)(7)(F). 0713 Sunrise. All deck, anchor and security lights secured. 0715 Morning drafts observed and recorded. 0729 Watch Officer completed rounds about the vessel. All in apparent good order. 0745 As the watch ends, the vessel is securely moored as before under overcast sky with rain and with a light E'ly air. Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6) December 11, 2018 08:00

0800-1200 Vessel securely moored as before. On watch: (b)(3); (b)(6) as watch officer with (b)(3); (b)(6) and (b)(3); (b)(6) (b)(7)(F) 0800 Colors observed. 0830 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. (b)(7)(F) 1050 CTF73 (b)(3); (b)(6) (b)(3); (b)(6) and (b)(3); (b)(6) aboard. 1124 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. Vessel securely moored as before in calm harbor conditions under overcast skies with a light WSW'ly air. (b)(3); (b)(6) retained the watch.

Tuesday, December 11, 2018

(b)(3); (b)(6)

December 11, 2018 12:00

1200-1600 Vessel securely moored as before; watch as before. 1155 CTF73 (b)(3); (b)(6) and (b)(3); (b)(6) aboard. 1254 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 1342 SMS Internal Audit Outbrief completed by (b)(3); (b)(6) from 1315 to 1342. 10 personnel for 4.0 man hours. 1348 SMS Inspector (b)(3); (b)(6) ashore. 1442 (b)(3); (b)(6) completed a Pre-Shift Navigation Brief from 1430 to 1442 IAW SMS Checklist 7.2-003-01-ALL Navigation Brief Checklist. 13 personnel present for 3.3 man hours. Computed maximum draft IAW 46 CFR 35.20-5: 35'00". Computed Under Keel Clearance (UKC) IAW 33 CFR 157.455: 5'09". 1530 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. As the watch ends, the vessel is securely moored as before in calm harbor conditions under overcast skies with a light ESE'ly breeze. 1545 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 11, 2018 16:00

1600-2000 Vessel securely moored as before. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6) and (b)(3); (b)(6) (b)(7)(F)

1546 Sailing Board has been posted: the vessel Shifts tomorrow, TUESDAY, 12 DECEMBER @ 0800. LIBERTY EXPIRES FOR ALL REQUIRED PERSONNEL TUESDAY, 12 DECEMBER @ 0700. Sailing Board has been posted: the vessel sails WEDNESDAY, 13 DECEMBER @ 0800. LIBERTY EXPIRES FOR ALL HANDS WEDNESDAY, 13 DECEMBER @ 0700. Sea Watches will commence Wednesday, 13 December @ 0001. 1600 CGOMATE Reports MSC's M14 Line Throwing Training conducted from 1415 to 1600, IAW SMS Procedure 7.6-002-ALL Rev 0.3 (enclosure (1)); 6 persons present for a total of 10.5 personnel hours. 1625 (b)(3); (b)(6) reported to MOW, smoke from Station 8 kick-pipe Riser. MOW and 1A/E inspected station, smoke observed but no signs of fire. 1A/E secured power to station. Master, Chief Mate, and Cargo Mate notified. 1700 Evening drafts observed and recorded. 1714 Sunset & colors observed. All deck, anchor, security, and aircraft warning lights energized. 1730 W/O completed rounds about the vessel; all secure. 1800 (b)(3); (b)(6) completed rounds about the vessel; all secure. 1930 W/O completed rounds about the vessel; all secure. 1955 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2000 Vessel is securely moored as before under partly cloudy skies with a light NNW'ly breeze. (b)(3); (b)(6) retained the Watch.

(b)(3); (b)(6)

December 11, 2018 20:00

2000-2400 Vessel securely moored as before. Watch as before. 2050 (b)(3); (b)(6) reported aboard. (b)(7)(F). 2130 W/O completed rounds about the vessel; all secure. 2200 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2245 W/O completed rounds about the vessel; all secure. (b)(7)(F) 2330 (b)(3); (b)(6) completed rounds about the vessel; all secure. 2345 As the Watch ends, the vessel is securely moored as before under cloudy skies with a light NNE'ly air.

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Report Date: Saturday, February 08, 2020 23:12

Tuesday, December 11, 2018

Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 11, 2018 23:59

Approved on Thursday, December 13, 2018 18:47 by Riley, William D.**Reviewed on Thursday, December 13, 2018 08:08 by (b)(3); (b)(6)**

Reviewed By

Date

Approved By

Date

Wednesday, December 12, 2018

0000-0400 Vessel securely moored to Akasaki Wharf, Sasebo, Japan; starboard side to breasting barge YC-1528 at berth no. 1 and no. 2 with six lines forward and six lines aft. Shore side brow positioned at starboard sideport and well lit with gangway watch in attendance. Rat guards affixed to each set of lines. Oil containment boom secured around vessel. Deck lighting and waterline security lights illuminated. Ship on ship's power. Cell phones, ship's vehicles, and bus service as per posted schedule. Visitors and contractors aboard as per visitor log. Vessel observing ZD -9 (I). (b)(7)(F)

(b)(3); (b)(6). The watch is conducting frequent and thorough rounds of vessel to include: bridge, gangway, master's office, purser's office, radio room, ship's store, hospital, armory, mess decks, aft steering, motor rooms, pump room, berthing areas, laundries, storage areas, holds and weather decks. 0149 Watch Officer completed rounds about the vessel. All in apparent good order. 0200 (b)(3); (b)(6) completed rounds about the vessel. All in apparent good order. 0349 Watch Officer completed rounds about the vessel. All in apparent good order. 0400 Vessel is securely moored as before under overcast sky and a light WxNW'ly breeze (b)(3); (b)(6) retained the watch.

(b)(3); (b)(6)

December 12, 2018 04:00

0400-0800 Vessel securely moored as before. Watch as before. 0410 (b)(3); (b)(6) completed rounds about the vessel. All in apparent good order. 0445 Pre-departure GMDSS test conducted IAW 47 CFR 80.1105(i)(2). Tested SAT. 0400 (b)(3); (b)(6) completed rounds about the vessel. All in apparent good order. 0554 Watch Officer completed rounds about the vessel. All in apparent good order. 0630 Wheel clearance granted to the Engine Room. 0640 Engines tested ahead and astern IAW SMS Checklist 7.2-001-01-AO (T-AO Departure Checklist). Tested SAT. 0643 Engine Order Telegraph tested IAW SMS Checklist 7.2-001-01-AO (T-AO Departure Checklist). Tested SAT. 0650 Emergency generator tested for as long as necessary to show proper functioning, including steady state temperature and pressure readings IAW SMS Checklist 7.2-001-01-AO (T-AO Departure Checklist). Tested SAT. 0700 Liberty expired for all personnel required for shift. Whistle and general alarm tested IAW SMS Checklist 7.2-001-01-AO (T-AO Departure Checklist). Tested SAT. Internal communications tested IAW SMS Checklist 7.2-001-01-AO (T-AO Departure Checklist). Tested SAT. 0710 Oil containment boom removed from around the vessel. 0714 Sunrise. All deck, anchor and security lights secured. 0715 Morning drafts observed and recorded. (b)(7)(F). 0725 (b)(3); (b)(6), on board. 0745 Steering gear tested in all modes IAW SMS Checklist 7.2-001-01-AO (T-AO Departure Checklist). Tested SAT. 0745 As the watch ends, the vessel is securely moored as before under cloudy sky a light NW'ly air. Watch Officer properly relieved by (b)(3); (b)(6).

Shaw, Alex R.

December 12, 2018 08:00

0800-1200 Vessel securely moored as before. On watch: (b)(3); (b)(6) as watch officer with (b)(3); (b)(6) and (b)(3); (b)(6) (b)(7)(F)

0745 All ashore going ashore. 0748 Captain on bridge. 0800 Set Sea, Anchor, and Maneuvering

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Details. Deck Department Fore and Aft. Colors observed. 0801 Stand By Engines (SBE). 0802 All stations manned and ready. 0803 PME clutched in. 0804 Tug AKASAKI MARU made fast with one tug's line to port bow. Aft tug YUMIHARI MARU made fast with one tug's line to port quarter. 0806 Shoreside brow discharged. 0807 Starboard hydraulic sideport secured for sea. 0813 Last line. (b)(3), (b)(6) at conn. Vessel steering various courses per courses and various speeds per bell book. 0816 SME clutched in. 0821 Forward and aft tugs cast off and away. 0822 Master at conn in pilotage waters. 0823 Starboard anchor walked out to water's edge. 0906 Starboard anchor let go at Anchorage 39 in position L 33° 06.2023'N, LON 129° 43.0616'E. 0918 Starboard anchor fetched up. 0922 Finished with Wheel (FWW). Finished with Engines (FWE). 0924 Pilot below. 0927 Secured Sea, Anchor, and Maneuvering Details. Starboard anchor brake set, stopper set, riding pawl down, with 7 shots on deck. Pilot away via port side tank deck pilot ladder to pilot boat. Captain below. 0933 Breasting barge "F-18" made fast alongside to port; port side tank deck gangway in place on breasting barge. 0936 Ammo barge "YC-1391" made fast alongside to starboard quarter with 4 lines. 0943 First lift of small arms on deck. 0946 Last lift of small arms on deck. 0948 Liberty boat made fast to breasting barge. 0950 Watch Officer inspected liberty boat IAW SMS Checklist 2.1-022-01-ALL Liberty Boat Safety Checklist. 0952 Ammo barge "YC-1391" cast off and away. 0945 Liberty boat made fast to breasting barge. 1000 Liberty boat departed. (b)(3), (b)(6) acting as Liberty Boat Safety rider. 1015 Starboard boom in position. 1100 Liberty boat departed. 1126 Barge "YC-1528" made fast alongside to starboard at Station 3 with 4 lines. 1130 First lift of purple diamond loaded from barge via starboard boom. Vessel securely anchored as before in calm harbor conditions under cloudy skies with a fresh N'y breeze; (b)(3), (b)(6) retained the watch.

(b)(3), (b)(6)

December 12, 2018 12:00

1200-1600 Vessel securely anchored as before; watch as before. 1248 Liberty boat alongside breasting barge. (b)(3), (b)(6) assumed Liberty Boat Safety Rider duty. 1254 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 1300 Liberty boat departed. 1312 First lift of garboage offloaded to barge via starboard boom. 1317 Last lift of purple diamond aboard. Last lift of trash offloaded to barge; total 3.0 cubic meters of trash offloaded. 1318 Barge "YC-1528" cast off and away. 1330 Starboard boom secured for sea. 1415 (b)(3), (b)(6) completed a Pre-Departure Navigation Brief from 1400 to 1415 IAW SMS Checklist 7.2-003-01-ALL Navigation Brief Checklist. 13 personnel present for 3.3 man hours. Computed maximum draft IAW 46 CFR 35.20-5: 34'11". Computed Under Keel Clearance (UKC) IAW 33 CFR 157.455: 50'00". 1418 Liberty boat alongside breasting barge. 1430 Liberty boat departed. 1530 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. (b)(7)(F). As the watch ends the vessel is securely anchored as before in slight harbor conditions under cloudy skies with a moderate N'y breeze. 0745 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 12, 2018 16:00

1600-2000 Vessel securely anchored as before. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6). (b)(7)(F). 1650 W/O completed rounds about the vessel; all secure. 1700 Evening drafts observed and recorded. 1714 Sunset & colors observed. All deck, anchor, security, and aircraft warning lights energized. 1800 (b)(3), (b)(6) completed rounds about the vessel; all secure. 1930 W/O

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completed rounds about the vessel; all secure. 1955 (b)(3); (b)(6) completed rounds about the vessel; all (b)(3); (b)(6)
(b)(3); (b)(6) 2000 Vessel is securely anchored as before under partly cloudy skies with a light NNW'ly breeze (b)(3); (b)(6)
(b)(3); (b)(6) retained the Watch.

(b)(3); (b)(6)

December 12, 2018 20:00

2000-2400 Vessel securely anchored as before. Watch as before. (b)(7)(F) 2055
W/O completed rounds about the vessel; all secure. 2200 (b)(3); (b)(6) completed rounds about the vessel;
all secure. 2300 W/O completed rounds about the vessel; all secure. 2330 (b)(3); (b)(6) completed rounds
about the vessel; all secure. 2345 Vessel is securely anchored as before under partly cloudy skies with a light
NNE'ly breeze. (b)(3); (b)(6) retained the Watch.

(b)(3); (b)(6)

December 12, 2018 23:59

Approved on Friday, December 14, 2018 18:15 by Riley, William D.Reviewed on Friday, December 14, 2018 06:35 by (b)(3); (b)(6)

Reviewed By

Date

Approved By

Date

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Report Date: Saturday, February 08, 2020 23:12

Thursday, December 13, 2018

0000-0400 Vessel securely at anchor in anchorage No. 39, Sasebo, Japan; with starboard anchor led out to seven shots on deck in 24m of water; mud and sand bottom. Port Accommodation ladder led out and landed securely in place on landing barge on port side for liberty launch boarding and debarkation. Accommodation ladder and landing barge well lit with gangway watch in attendance. Deck lighting, waterline security, ACW lights, and anchor lights burning bright. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) (b)(7)(F)

0001 Sea Watches commenced. (b)(7)(F) 0150 Fire Alarm sounded on Bridge for Galley. MOW and (b)(3); (b)(6) inspected area. Smoke detector was set off from burnt cookies in Galley. No sign of fire. Alarm successfully reset from Bridge. Chief Mate and (b)(3); (b)(6) notified. 0200 (b)(3); (b)(6) completed rounds about the vessel; all secure. 0245 W/O completed rounds about the vessel; all secure. 0305 Conducted SAT GMDSS test for Departure Sasebo, Japan IAW 47 CFR 80.1105(i)(2). 0340 (b)(3); (b)(6) completed rounds about the vessel; all secure. 0345 As the Watch ends, the vessel is securely anchored as before under partly cloudy skies with a light NNE'ly air. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 13, 2018 04:00

(b)(3); (b)(6) 0400 Vessel securely anchored as before. On watch: (b)(3); (b)(6) as watch officer with (b)(3); (b)(6) (b)(3); (b)(6) and (b)(3); (b)(6) (b)(7)(F)

0430 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0606 Confirmed 0800 heave anchor and 0830 ETA to Kogo Saki with Kogo Saki Station on VHF 12. 0612 Confirmed 0800 heave anchor and 0830 ETA to Kogo Saki with Sasebo Port Control on VHF 14. 0630 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. Liberty boat alongside breasting barge. 0631 Watch Officer granted wheel clearance to engine room. 0643 Completed satisfactory test of engines ahead and astern IAW 33 CFR 164.25. 0700 Liberty expired. Tested ship's whistle and general alarm IAW 33 CFR 164.25. Completed satisfactory test of internal communications IAW 33 CFR 164.25. 0706 Departure Drafts observed IAW 33 CFR 164.25: FWD 33'02" MID 34'08" AFT 35'01" LIST 0.25° STBD. 0714 Liberty boat away. Breasting barge away and clear to port. 0723 Completed satisfactory test of steering gear in all modes IAW 33 CFR 164.25. 0726 Master granted permission to heave on starboard anchor. 0727 Commenced heaving on starboard anchor. 0735 Stopped heaving on starboard anchor with 4 shots on deck. As the watch ends the vessel is securely anchored as before in smooth harbor conditions under cloudy skies with a light N'ly airs. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 13, 2018 08:00

(b)(3); (b)(6) 0800-1200 Vessel securely anchored as before. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) (b)(7)(F) rotating as gangway and roving security.

0748 SBE. SBW. BME's clutched in. Master assumed conn in pilotage waters. 0749 Set Sea, Anchor, and Maneuvering details. 0753 All stations manned and

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ready. 0803 Starboard anchor aweigh. Steering various courses per Bearing Book and various speeds per Bell Book. Shift colors. Dayshape struck. 0807 Starboard anchor home. 0812 Departure taken for Voyage 22-18 27-18 (b)(3); (b)(6) in position 33° 06.1692' N, 129° 43.0168' E with Hanare Daymark bearing 177.5° pGC, Taka Sake Hana bearing 303.5° pGC, and Jori Saki bearing 344.0° pGC; UKC: 17.0 m. Both anchors ready for letting go. T-AO Departure Checklist completed. Master notified. 0822 Daymark #2 abeam to port. 0830 Buoy #1 abeam to starboard and buoy #2 abeam to port. Exited Sasebo Harbor limits. 0842 Shira Se abeam to port. 0845 Exited pilotage waters. 0846 Both anchors secured for sea. 0854 Secure Sea, Anchor, and Maneuvering details. 0855 Chief Mate assumed conn. 0902 C/C 203° PGC, 208° PSC. 0912 C/C 214° PGC, 219° PSC. 1006 (b)(3); (b)(6) assumed conn. 1145 As the watch ends, the vessel is in moderate seas with a fresh NW'ly breeze, overcast sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

December 13, 2018 12:00

1200-1600 Vessel is underway as before steering course 214° PGC, 220° PSC in hand on starboard steering unit with 80% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm. 1325 C/C 211 PGC, 216 PSC. 1349 C/C 216 PGC, 221 PSC. 1425 Daily Soundings completed and logged. 1450 AIS set to Receive mode only. 1505 C/C 220 PGC, 222 PSC. 1545 As Watch ends, the vessel is in moderate seas with a moderate NW'ly breeze under cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

December 13, 2018 16:00

1600-2000 Vessel is underway as before steering course 220° PGC, 222° PSC in hand steering on starboard steering unit with BME at 80%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1608 R/S to 78% BME. 1614 R/S to 76% BME. 1620 R/S to 74% (b)(3); (b)(6) 1628 R/S to 67% BME. 1637 R/S to 64% BME. 1658 (b)(3); (b)(6) at conn for supper relief. 1721 (b)(3); (b)(6) at conn. 1727 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors close Navigation lights burning bright. 1754 I/S to 66% BME. 1800 Signal sounded for Night Man Overboard (MOB) Drill in position L 30° 55.7'N, LON 127° 41.6'E. 1815 Secured from Night Man Overboard Drill. 1830 Watch Officer completed training on (b)(7)(F) 4 personnel for 0.4 man hours. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a fresh NE'ly breeze under overcast skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(6)

December 13, 2018 20:00

2000-2400 Vessel is underway as before steering course 219° PGC, 223° PSC in hand steering on starboard steering unit with BME at 66%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2100 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2220 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2255 D/S

Thursday, December 13, 2018

62% BME. 2320 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in slight seas with a fresh NxE'ly breeze, cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 13, 2018 23:59

Approved on Saturday, December 15, 2018 19:51 by Riley, William D.Reviewed on Saturday, December 15, 2018 07:14 by (b)(3); (b)(6)

Reviewed By

Date

Approved By

Date

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Report Date: Saturday, February 08, 2020 23:12

Friday, December 14, 2018

0000-0400 Vessel underway in the East China Sea on voyage 22-18. Steering 218 PGC, 222 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 62% in Mode 2, PTO #2 with SSDG #1 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 10 Riders, and 6 Cadets for a total of 96 souls onboard. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3), (b)(6). 0010 C/C 205 PGC, 210 PSC for traffic. 0025 Steering various courses for dense fishing boat traffic. 0035 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0105 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0220 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0306 C/C 225 PGC, 229 PSC. 0330 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0333 C/C 219 PGC, 221 PSC. 0345 As the Watch ends the vessel is in moderate seas with a moderate N'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 14, 2018 04:00

0400-0800 Vessel is underway as before steering course 219° PGC, 221° PSC in hand steering on starboard steering unit with BME at 62%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0400 R/S to 60% BME. 0505 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0625 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0644 Completed a satisfactory test of steering gear in all modes IAW SMS Checklist 7.4-007-01-AO. Verified repeater error is 0.0° with aft steering. 0700 Completed a satisfactory test of the ship's general alarm IAW SMS Checklist 7.4-007-01-AO. 0712 Established VHF 16 as safety channel and VHF 72 as working channel with (b)(7)(F) IAW SMS Checklist 7.4-007-01-AO. Established Romeo Corpen 030° PGC and Romeo Speed 13kts with (b)(7)(F) IAW SMS Checklist 7.4-007-01-AO. 0739 C/C to steer Romeo Corpen 150° PGC, 160° PSC. R/S to 57% BME. RAM Dayshahpes hoisted. 0741 (b)(7)(F) sector fire control radars. 0742 Captain at conn. 0745 USNS PECOS (T-AO 197) took TACON of (b)(7)(F). As the watch ends the vessel is in a moderate sea with a moderate NNE'ly breeze under cloudy skies with good visibility. 0745 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 14, 2018 08:00

0800-1200 Vessel is underway as before steering course 150° PGC, 160° PSC in hand steering on port steering unit with BME at 55%. Master has the conn. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm and lookout. 0759 Romeo at the dip to starboard. 0800 Set UNREP Condition I. Team 1 to Station 3 and Team 2 to Station 7. Set UNREP Maneuvering Detail. 0803 Romeo closed up to starboard. 0805 All stations reported manned and ready. PRE-UNREP portion of checklist complete. Master notified. 0819 (b)(7)(F) commenced approach to starboard. (b)(7)(F) alongside to starboard. 0842 Highline tensioned at Station 3. 0843 Spanwire tensioned Station 7. 0846 First lift cargo from Station 3. Probe seated at Station 7. 0901 Commenced pumping DFM and JP5 from Station 7 in position: 28° 09.3' N, 125° 31.0' E. Bravo closed up. 0918

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Ceased pumping JP5 Station 7 in position: 28° 06.7' N, 125° 32.7' E. 0954 Last lift cargo from Station 3. Ceased pumping DFM Station 7 in position: 21° 59.1' N, 125° 36.9' E. Bravo struck. 1003 Probe released at Station 7. 1004 Spanwire de-tensioned at Station 7. 1008 First lift RETRO to Station 3. 1013 Station 7 secured for sea. 1030 Last lift RETRO to Station 3. 1036 Highline de-tensioned at Station 3. 1039 All lines clear to starboard. (b)(7)(F) away and clear to starboard. USNS PECOS (T-AO-197) released TACON on (b)(7)(F) 1040 Station 3 secured for sea. 1041 Secured UNREP Condition I and the UNREP maneuvering detail. 1043 C/C 115° PGC, 129° PSC. D/S 24% BME. 1048 AIS changed to receive-only mode. 1050 (b)(3), (b)(6) assumed conn. Steering unit switched to the starboard unit. 1121 (b)(7)(F) RHIB, "Avenger", inbound. 1125 (b)(7)(F) RHIB, "Avenger", alongside to starboard. 1135 RIDERS (b)(6) reported aboard for transfer ashore. RIDERS (b)(6) departed bag and baggage for transfer to the (b)(7)(F) 1136 (b)(7)(F) RHIB, "Avenger", away to starboard. I/S 65% BME. 1139 Master assumed conn. 1145 Vessel is coming about to starboard. As the watch ends, the vessel is in slight seas with a fresh N'ly breeze, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6) December 14, 2018 12:00

1200-1600 Vessel is underway as before steering course 160° PGC, 165° PSC in hand on starboard steering unit with 64% on BME's. On Watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm. 1212 C/C 158 PGC, 160 PSC. 1248 I/S 66% 1310 Reefer reported SAT test of REEFER alarms. 1311 C/C 163 PGC, 173 PSC. 1400 Commenced Hot Work on Toilet 01 level near Laundry Room IAW SMS Checklist 2.1-010-01-ALL. 1430 C/C 161 PGC, 171 PSC. 1455 Secured from Hot Work on Toilet. 1505 C/C 159 PGC, 169 PSC. 1515 I/S 70%. 1520 I/S 73%. 1525 I/S 78%. 1533 I/S 80%. 1536 C/C 157 PGC, 167 PSC. 1545 As Watch ends, the vessel is in moderate seas with a fresh N'ly breeze under cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6) December 14, 2018 16:00

1600-2000 Vessel is underway as before steering course 220° PGC, 222° PSC in hand steering on starboard steering unit with BME at 80%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1656 (b)(3), (b)(6) at conn for supper relief. 1700 Secured from hot work in public head 2nd deck aft near ship's laundry. 1715 C/C to 170° PGC, 179° PSC as per charted track. 1724 (b)(3), (b)(6) at conn. 1725 Azimuth of sun observed on starboard gyro repeater. Gyro error determined to be 1.0°W. 1743 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1800 Watch Officer completed weekly Radar Performance Monitoring Test on 10cm, 3cm Mast, and 3cm Forward Radars. 1830 Watch Officer completed training on (b)(7)(F). 4 personnel for 0.4 man hours. 1942 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a fresh NNE'ly breeze under cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

Friday, December 14, 2018

(b)(3), (b)(6)

December 14, 2018 20:00

2000-2400 Vessel is underway as before steering course 178° PGC, 186° PSC in hand steering on starboard steering unit with BME at 80%. On watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 2041 C/C 210° PGC, 214° PSC. 2102 AB Smith completed round about the vessel. All in apparent good order. 2222 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2344 C/C 220° PGC, 225° PSC. 2359 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 0005 As the watch ends, the vessel is in slight seas with a fresh NE'ly breeze, cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 14, 2018 23:59

Approved on Sunday, December 16, 2018 19:49 by Riley, William D.**Reviewed on Saturday, December 15, 2018 07:14 by (b)(3), (b)(6).**

Reviewed By

Date

Approved By

Date

Saturday, December 15, 2018

0000-0400 Vessel underway in the East China Sea on voyage 22-18. Steering 220 PGC, 225 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 80% in Mode 2, PTO #2 with SSDG #1 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARS, 10 Riders, and 6 Cadets for a total of 96 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6) and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0029 C/C 228 PGC, 230 PSC. 0115 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0135 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0200 Ship's Clocks Retarded 1 hour to reflect ZD -8(H). 0213 C/C 226 PGC, 228 PSC. 0215 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0320 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0325 As the Watch ends the vessel is in moderate seas with a fresh NE'ly breeze under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 15, 2018 04:00

0400-0800 Vessel is underway as before steering course 227° PGC, 229° PSC in hand steering on starboard steering unit with BME at 80%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0450 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0556 R/S to 75% BME. 0601 R/S to 67% BME. 0612 R/S to 62% BME. 0618 I/S to 64% BME. 0620 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a strong E'ly breeze under overcast skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 15, 2018 08:00

0800-1200 Vessel is underway as before steering course 226° PGC, 229° PSC in hand steering on starboard steering unit with BME at 64%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0903 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1021 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1030 (b)(3); (b)(6) completed monthly lifeboat inspection for Lifeboats 2 and 4 IAW 47 CFR 199.190(e)(1). 1128 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in rough seas with a strong E'ly breeze, overcast, threatening sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 15, 2018 12:00

1200-1600 Vessel is underway as before steering course 230° PGC, 233° PSC in hand on starboard steering unit with 66% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1158 C/C 235 PGC, 232 PSC. 1200 SAT Test of the Ships

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whistle and General Alarm. SWTD closed from Bridge. 1501 AIS set to Transmit Mode. 1509 C/C 226 PGC, 228 PSC. 1545 As Watch ends, the vessel is in moderate seas with a moderate SE'ly breeze under cloudy skies, rain, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 15, 2018 16:00

1600-2000 Vessel is underway as before steering course 226° PGC, 228° PSC in hand steering on starboard steering unit with BME at 66%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1629 R/S to 62% BME. 1630 3/O Johnson completed (b)(3); (b)(6) lifeboat inspection and satisfactory test of Lifeboats 1 and 3 IAW 47 CFR 199.190(e)(1). 1654 (b)(3); (b)(6) at conn for supper relief. 1714 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1720 (b)(3); (b)(6) at conn. 1830 Watch Officer completed training on (b)(7)(F) 4 personnel for 0.4 man hours. 1833 C/C 175° PGC, 180° PSC to maneuver for traffic. 1900 C/C 215° PGC, 216° PSC to return to track line. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a fresh ENE'ly breeze under overcast skies with good visibility. 1945 Watch Officer properly relieved by 2/O (b)(3); (b)(6).

(b)(3); (b)(6)

December 15, 2018 20:00

2000-2400 Vessel is underway as before steering course 215° PGC, 216° PSC in hand steering on starboard steering unit with BME at 62%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2023 Azimuth taken of Sirius. Gyro #1 error: 0.6° W. 2103 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2200 C/C 185° PGC, 190° PSC. 2224 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2307 C/C 190° PGC, 193° PSC. 2339 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in moderate seas with a fresh E'ly breeze, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 15, 2018 23:59

Approved on Tuesday, December 18, 2018 20:54 by Riley, William D.

Reviewed on Sunday, December 16, 2018 19:46 by (b)(3); (b)(6)

Reviewed By

Date

Approved By

Date

Sunday, December 16, 2018

0000-0400 Vessel underway in the South China Sea on voyage 22-18. Steering 190 PGC, 193 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 63% in Mode 2, PTO #2 with SSDG #1 online and #3 on standby. Vessel observing ZD -8(H). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 10 Riders, and 6 Cadets for a total of 96 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0002 I/S 66%. 0040 C/C 198 PGC, 201 PSC. 0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0130 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0202 C/C 192 PGC, 195 PSC. 0220 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0255 C/C 196 PGC, 198 PSC. 0258 D/S 62%. 0318 C/C 202 PGC, 204 PSC. 0330 A/B (b)(6) completed rounds of the vessel, all in good order. 0339 C/C 210 PGC, 212 PSC. 0345 As the Watch ends the vessel is in moderate seas with a fresh ENE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 16, 2018 04:00

0400-0800 Vessel is underway as before steering course 210° PGC, 215° PSC in hand steering on starboard steering unit with BME at 62%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0622 Sunrise. AIS set to receive only mode. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0641 Azimuth of sun observed on port gyro repeater. Gyro error determined to be 0.3°W. As the watch ends the vessel is in a moderate sea with a fresh E'ly breeze under clear skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 16, 2018 08:00

0800-1200 Vessel is underway as before steering course 224° PGC, 226° PSC in hand steering on starboard steering unit with BME at 62%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0753 Azimuth taken of the Sun. Gyro #1 error: 0.6° W. 0837 C/C 210° PGC, 211° PSC. 0900 Commenced hot work on 05-level, port-side smoke deck to weld plate in deck to cover deck hole IAW SMS Checklist 2.1-010-01-ALL (Hot Work Permit). 0906 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 0923 C/C 180° PGC, 181° PSC. I/S 66% BME. 1000 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1129 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in slight seas with a moderate NNE'ly breeze, clear sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 16, 2018 12:00

1200-1600 Vessel is underway as before steering course 190° PGC, 195° PSC in hand on starboard steering

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unit with 66% on BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm. SWTD closed from Bridge. 1320 D/S 60%. 1455 C/C 180 PGC, 183 PSC. 1510 D/S 55%. 1515 D/S 50%. 1518 D/S 40%. 1528 D/S 25%. 1530 C/C 090 PGC, 094 PSC. 1533 Chief Mate completed Safety Brief with Deck Department Dayworkers to launch/ recover starboard RHIB. 1534 Master granted permission to conduct RHIB Operations. 1543 Stbd RHIB at waters edge. 1545 As Watch ends, the vessel is in moderate seas with a moderate N'ly breeze under partly cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 16, 2018 16:00

1600-2000 Vessel is underway as before steering course 260° PGC, 265° PSC in hand steering on starboard steering unit with BME at 25%. On watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1545 STBD RHIB in water on port davit. 1546 STBD RHIB away and clear to port. 1548 Completed satisfactory test of RHIB SARTs and RHIB VHF on CH 72. 1554 Captain at conn. 1610 STBD RHIB out of water in starboard cradle stopped at tank deck. 1611 RHIB crew out of boat. 1612 Completed sat test of RHIB Davit Limit Switches. 1613 STBD RHIB cradle hoisted to 01 level. 1614 C/C to 140° PGC, 145° PGC. I/S to 40% BME. 1618 I/S to 55% BME. 1620 I/S to 62% BME. 1636 (b)(3), (b)(6) conducted a Pre-Arrival Navigation Brief from 1624 to 1636 IAW SMS Checklist 7.2-002-01-AO, T-AO Arrival Checklist. 11 personnel for 2.2 man hours. Computed arrival drafts IAW 33 CFR 164.25: FWD 32'07" MID 33'11" AFT 35'01". Computed maximum draft IAW 46 CFR 35.20-5: 35'01". Computed Under Keel Clearance (UKC) IAW 33 CFR 157.455: 4'07". 1700 Secured from hot work at 05 port side smoke deck. 1708 (b)(3), (b)(6) at conn for supper relief. 1728 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1730 (b)(3), (b)(6) at conn. 1806 C/C to 229° PGC, 230° PSC as per charted track. 1830 Watch Officer completed training on (b)(7)(F) (b)(7)(F) 4 personnel for 0.4 man hours. 1942 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a gentle N'ly breeze under clear skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 16, 2018 20:00

2000-2400 Vessel is underway as before steering course 231° PGC, 233° PSC in hand steering on starboard steering unit with BME at 62%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 2030 Azimuth taken of Sirius. Gyro #1 error: 0.6° W. 2100 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2115 C/C 180° PGC, 184° PS C/C 160° PGC, 166° PSC. 2206 C/C 180° PGC, 184° PSC. 2224 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2325 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in slight seas with a gentle N'ly breeze, clear sky, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 16, 2018 23:59

Approved on Tuesday, December 18, 2018 20:54 by Riley, William D.

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Report Date: Saturday, February 08, 2020 23:12

Sunday, December 16, 2018**Reviewed on Tuesday, December 18, 2018 07:38 by** (b)(3), (b)(6)

Reviewed By

Date

Approved By

Date

Monday, December 17, 2018

000-0400 Vessel underway in the South China Sea on voyage 22-18. Steering 180 PGC, 185 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 62% in Mode 2, PTO #2 with SSDG #1 online and #3 on standby. Vessel observing ZD -8(H). Captain William D. Riley in command of 17 CIVMAR Officers, 62 CIVMARs, 10 Riders, and 6 Cadets for a total of 96 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0000 W/O conducted SAT daily test and utilized NVG's. 0001 D/S 57%. 0010 49%. 0015 C/C 173 PGC, 177 PSC. 0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0215 W/O completed SAT Pre-Arrival Test of GMDSS System IAW 47 CFR 80.1105(i)(2). 0225 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0251 C/C 165 PGC, 170 PSC. 0323 C/C 160 PGC, 165 PSC. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0345 As the Watch ends the vessel is in slight seas with a light ESE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 17, 2018 04:00

0400-0800 Vessel is underway as before steering course 210° PGC, 215° PSC in hand steering on starboard steering unit with BME at 62%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0400 AIS set to Transmit Mode. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0600 Called Subic Port Control on VHF 16/11 to confirm 0800 ETA Pilot Station. Vessel delayed due to not having Diplomatic Clearance. 0617 Sunrise. 0622 Completed satisfactory test of engines ahead and astern IAW 33 CFR 164.25. I/S to 40% BME. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0636 Completed satisfactory test of steering gear in all modes IAW 33 CFR 164.25. Port steering unit online. 0640 Observed azimuth of sun on centerline repeater. Gyro error determined to be 0.4°E. 0652 Completed satisfactory test of Emergency Diesel Generator (EDG) IAW 33 CFR 164.25. 0700 Completed satisfactory test of ship's whistle and general alarm IAW SMS Checklist 7.2-002-01-AO T-AO Arrival Checklist. Completed satisfactory test of Internal Communications IAW 33 CFR 164.25. As the watch ends the vessel is in a slight sea with a moderate N'ly breeze under clear skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 17, 2018 08:00

0800-1200 Vessel is underway as before steering course 354° PGC, 359° PSC in hand steering on port steering unit with BME at 40%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0756 Captain assumed conn. C/C 345° PGC, 349° PSC. 0809 D/S 30% BME. 0847 C/C 285° PGC, 289° PSC. (b)(3); (b)(6) assumed conn. 0857 Captain assumed conn. 0900 Commenced working aloft at 01-level engine room grating IAW SMS Checklist 2.1-014-01-ALL (Working Aloft Checklist). Communications Department Safety meeting was conducted in Radio Central from 0815-0900 IAW SMS Procedure 2.1-003-ALL. 4 participants for a total of 3.0 m/hr. (b)(3); (b)(6) 0912 C/C 270° PGC, 275° PSC. 0917 I/S 35% BME. 0921 C/C 230° PGC, 230° PSC. (b)(3); (b)(6) assumed conn. 1003 Captain assumed conn. 1019 (b)(3); (b)(6), NAVO, conducted Pre-Departure Navigational Brief on the

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(b)(3), (b)(6) departed with bag and baggage. (b)(3), (b)(6) departed with bag and baggage. (b)(7)(F) (b)(3), (b)(6) to (b)(3), (b)(6). 1813 Liberty granted. 1815 Starboard cargo boom spotted over wharf. 1819 Master granted permission to conduct cargo operations. 1825 First lift of ship's stores aboard via starboard boom. 1830 Port time commenced. 1831 First lift of cargo aboard via starboard boom. 1900 Drafts observed and logged: FWD 32'08" MID 34'05" AFT 35'06" LIST 05.° STBD. As the watch ends the vessel securely moored as before with a gentle N'ly breeze under clear skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 17, 2018 20:00

2000-2400 0800-1200 (b)(6) Vessel securely moored as before. On watch: (b)(3), (b)(6) with (b)(3), (b)(6) and (b)(3), (b)(6) rotating as gangway and roving security. (b)(7)(F) (b)(3), (b)(6). 1952 Last lift cargo. 2136 Watch Officer completed rounds about the vessel. All in apparent good order. 2323 Watch Officer completed rounds about the vessel. All in apparent good order (b)(7)(F) 2345 As the watch ends, vessel is securely moored in calm harbor conditions, clear sky with a light NE'ly air. W/O properly relieved by (b)(3), (b)(6) (b)(3), (b)(6)

(b)(3), (b)(6)

December 17, 2018 23:59

Approved on Thursday, December 20, 2018 18:30 by Riley, William D.**Reviewed on Thursday, December 20, 2018 06:20 by (b)(3), (b)(6)**

Reviewed By

Date

Approved By

Date

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Report Date: Saturday, February 08, 2020 23:12

Tuesday, December 18, 2018

0000-0400 Vessel securely moored to Alava Wharf, Subic Bay, Philippines; starboard side to berth No. 2, 4, and 6 with six lines forward and six lines aft; shore side brow positioned at stbd sideport & well lit with gangway watch in attendance. Rat guards affixed to each set of lines. Floating line of demarkation set out and around outboard on port side; deck lighting and waterline lights burning bright. Ship on ship's power. Cell phones, ship's vehicles, and bus service as per posted schedule. Visitors and contractors aboard as per visitor log. Vessel observing ZD -8 (H). (b)(7)(F)

(b)(7)(F). The watch is conducting frequent and thorough rounds of vessel to include: bridge, gangway, master's office, purser's office, radio room, ship's store, hospital, armory, mess decks, aft steering, motor rooms, pump room, berthing areas, laundries, storage areas, holds and weather decks. (b)(6), (b)(7)(F)

0001 Sea Watches in effect. 0002 EU Esposito, Emerson (SSN 7429) departed on ship's leave. 0105 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0140 (b)(3), (b)(6) reported aboard for duty. 0225 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0250 ET (b)(3), (b)(6) departed on Ship's funded leave. 0312 (b)(3), (b)(6), (b)(3), (b)(6) departed with bags and baggage. 0335 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0345 As the Watch ends, the vessel is securely moored as before under partly cloudy skies with a light NNE'ly air. Watch Officer properly relieved by (b)(3), (b)(6)

(b)(3), (b)(6)

December 18, 2018 04:00

(b)(3), (b)(6) 0400 Vessel securely moored as before. On watch: (b)(3), (b)(6) as watch officer with (b)(3), (b)(6), (b)(3), (b)(6) and (b)(3), (b)(6) (b)(7)(F)

0424 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. (b)(7)(F) 0505 (b)(3), (b)(6) completed a round of

the vessel; all in good order. 0518 Billet 335-01 (b)(3), (b)(6) returned from Ship's Leave. 0617 Sunrise. 0625 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0630 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0700 Drafts observed and logged: FWD 32'08" MID 34'08" AFT 35'06" LIST 0.75° STBD (b)(3), (b)(6)

(b)(3), (b)(6) departed on Ship's Leave. (b)(3), (b)(6) (b)(3), (b)(6) returned from Ship's Funded Leave. Vessel securely moored as before in calm harbor conditions under clear skies with a moderate NE'ly breeze. (b)(3), (b)(6) retained the watch.

(b)(3), (b)(6)

December 18, 2018 08:00

0800-1200 Vessel securely moored as before. On watch (b)(3), (b)(6) with (b)(3), (b)(6) and (b)(3), (b)(6) rotating as gangway and roving security. (b)(7)(F)

0831 First lift ship's stores. 0835 Pre-departure GMDSS test conducted IAW 47 CFR 80.1105(i)(2). Tested SAT. 0841 Last lift ship's stores. First lift cargo. 0847 Wheel clearance granted to the Engine Room. 0852 Engines tested ahead and astern IAW SMS Checklist 7.2-

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001-01-AO (T-AO Departure Checklist). Tested SAT. 0854 Engine Order Telegraph tested IAW SMS Checklist 7.2-001-01-AO (T-AO Departure Checklist). Tested SAT. 0856 Last lift cargo. 0857 First lift garbage. 0915 Emergency generator tested for as long as necessary to show proper functioning, including steady state temperature and pressure readings IAW SMS Checklist 7.2-001-01-AO (T-AO Departure Checklist). Tested SAT. 0929 Steering gear tested in all modes IAW SMS Checklist 7.2-001-01-AO (T-AO Departure Checklist). Tested SAT. 0931 Last lift trash. 0940 Floating Line of Demarcation (FLOT) removed from around the vessel. 0949 RIDERS (b)(3); (b)(6) and (b)(3); (b)(6) reported aboard for transfer to the (b)(7)(F) 1000 Liberty expired for all personnel. Whistle and general alarm tested IAW SMS Checklist 7.2-001-01-AO (T-AO Departure Checklist). Tested SAT. Internal communications tested IAW SMS Checklist 7.2-001-01-AO (T-AO Departure Checklist). Tested SAT. 1024 Purser reported all personnel present and accounted for. 1100 Set the Sea, Anchor and Maneuvering Details. Deck Department fore and aft. (b)(3); (b)(6), on board. 1102 All stations manned and ready. Both anchors ready for letting go. 1103 Aft tug, "Islander 1", made fast on the port quarter. 1104 Forward tug, "Lidigat", made fast on the port bow. 1105 Master/pilot information exchange completed IAW 33 CFR 157.455(b) and entered in Deck Log/Bell Book. 1106 Port main engine clutched-in. 1108 AIS in transmit-mode. 1111 Last line. Shift colors. Steering various courses per Bearing Book and various speeds per Bell Book. Captain William Riley assumed conn in pilotage waters. 1115 Starboard main engine clutched-in. Departure taken in position 14° 48.87' N, 120° 16.95' E with Kalaklan Light bearing 305°, container wharf bearing 244.5° at 1.283 nm, and air tower bearing 207.5°. UKC: 5.4 m. 1122 Forward tug, "Lidigat", and aft tug, "Island 1", cast off. 1126 Pilot discharged. 1145 As the watch ends, the vessel is underway departure Subic Bay, Philippines under clear sky a light NW'ly air. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 18, 2018 12:00

1200-1600 Vessel is underway as before steering course 224° PGC, 225° PSC in hand on port steering unit with 55% on BME's. On Watch (b)(3); (b)(6) with (b)(3); (b)(6) (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1157 Chief Mate at Conn. 1200 Vessel exited Pilotage waters. 1208 Anchors secured for sea. 1209 Secured Sea, Anchor, and Maneuvering Detail. Aft steering dismissed. 1215 3/O (b)(3); (b)(6) at Conn. 1255 C/C 270 PGC, 271 PSC. 1307 I/S 60%. 1336 Master at Conn. 1354 C/C Romeo Corpen 345 PGC, 347 PSC. (b)(7)(F) 1400 Set UNREP Condition 1 and UNREP Maneuvering Detail. 1403 Romeo closed up to port. 1404 Maneuvering Detail manned and ready. 1411 (b)(7)(F) commenced approach to port. All stations manned and ready. 1420 Bow to stern, port side. 1423 (b)(7)(F) alongside. 1426 All shotlines in hand. Romeo struck. 1428 P&D line connected. 1432 CO to CO communications tested SAT. Emergency breakaway procedures discussed and understood. 1434 Spanwire connected at Station 6 and 8. 1436 Spanwire tensioned at Station 6 and 8. 1439 Probe seated at Station 6 and 8. Bravo closed up. 1442 Commenced pumping DFM at Station 8. Position: 14-50.8' N, 119-47.0' E. 1445 Commenced pumping DFM at Station 6. 1510 Chief Mate at Conn. 1545 As Watch ends, the vessel is in slight seas with a light W'ly breeze under partly cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 18, 2018 15:45

1600-2000 Vessel is underway as before steering Romeo Corpen 345° PGC, 347° PSC in hand steering on

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port steering unit with BME at 55%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1553 (b)(3); (b)(6) at Helm Safety Officer. 1557 (b)(3); (b)(6) relieved (b)(3); (b)(6) in Aft Steering. 1616 Ceased pumping DFM Station 6 and Station 8 in position L 15° 10.4'N, LON 119° 41.8'E. 1621 Resumed pumping DFM at Station 6 and Station 8 in position L 15° 12.0'N, LON 119° 41.4'E. 1626 Ceased pumping Station 6 and Station 8 in position L 15° 12.4'N, LON 119° 41.3'E. 1629 Probe released at Station 6 and Station 8. 1630 Detensioned spanwire at Station 6 and Station 8. 1631 Spanwire clear at Station 6 and Station 8. 1632 (b)(7)(F) away and clear to port. 1634 Aft steering dismissed. I/S 57% BME. 1635 Secured UNREP Maneuvering Detail. 1636 Station 8 secured for sea. 1637 Secured UNREP Condition 1. (b)(3); (b)(6) at conn. AIS set to receive only mode. 1638 Captain below. Switched from port steering unit to starboard steering unit. 1658 (b)(3); (b)(6) at conn for supper relief. 1720 (b)(3); (b)(6) at conn. 1722 Azimuth of the sun observed on port repeater. Gyror error determined to be 1.2°W. 1734 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1830 Watch Officer completed training on (b)(7)(F). 4 personnel for 0.4 man hours. 1854 C/C to 000° PGC, 001° PSC to maneuver for traffic. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a light N'ly breeze under clear skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 18, 2018 20:00

2000-2400 Vessel is underway as before steering course 358° PGC, 359° PSC in hand steering on starboard steering unit with BME at 57%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2037 C/C 010° PGC, 011° PSC. 2047 C/C 005° PGC, 006° PSC. 2100 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2153 C/C 015° PGC, 015° PSC. 2223 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2329 C/C 005° PGC, 006° PSC. (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in moderate seas with a moderate ExNE'ly breeze, partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 18, 2018 23:59

Approved on Thursday, December 20, 2018 18:31 by Riley, William D.**Reviewed on Thursday, December 20, 2018 06:22 by (b)(3); (b)(6).**

Reviewed By

Date

Approved By

Date

Wednesday, December 19, 2018

0000-0400 Vessel underway in the South China Sea on voyage 23-18. Steering 000 PGC, 001 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 57% in Mode 2, PTO #2 with SSDG #1 online and #3 on standby. Vessel observing ZD -8(H). Captain William D. Riley in command of 19 CIVMAR Officers, 59 CIVMARs, 3 Riders, and 6 Cadets for a total of 88 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 2356 C/C 022 PGC, 022 PSC for traffic. 0000 W/O conducted SAT daily test and utilized NVG's. 0054 C/C 015 PGC, 015 PSC. 0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0130 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0205 C/C 020 PGC, 020 PSC. 0225 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0345 As the Watch ends the vessel is in slight seas with a light ENE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 19, 2018 04:00

0400-0800 Vessel is underway as before steering course 022° PGC, 022° PSC in hand steering on starboard steering unit with BME at 57%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0503 R/S to 52% BME. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0624 Sunrise. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0643 Azimuth of sun observed on starboard gyro repeater. Gyro error determined to be 1.3°W. 0738 C/C to 032° PGC, 034° PSC as per charted track. As the watch ends the vessel is in a rough sea with a strong NE'ly breeze under clear skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 19, 2018 08:00

0800-1200 Vessel is underway as before steering course 032° PGC, 034° PSC in hand steering on starboard steering unit with BME at 55%. On watch (b)(3); (b)(6) with (b)(3); (b)(6) under guidance and (b)(3); (b)(6), (b)(3); (b)(6) and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0857 C/C 037° PGC, 038° PSC. 0902 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1015 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1134 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in rough seas with E'ly gale-force winds, partly cloudy and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 19, 2018 12:00

1200-1600 Vessel is underway as before steering course 026° PGC, 026° PSC in hand on starboard steering unit with 56% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating

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between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm. SWTD closed from Bridge. 1209 I/S 58%. 1211 C/C 032 PGC, 032 PSC. 1300 Signal sounded for Fire and Emergency Drill IAW 46 CFR 199-180 in position: 19-33.0'N, 120-51.5' E. All hands mustered at Emergency Stations. Repair 1 & 3 conducted training on Repair Equipment and procedures. Zone 1, 2, & 3 identified Zones and all closures. (b)(7)(F)

(b)(7)(F) 19-40.5' N, 120- 55.2' E. 1431 Master at Conn. All hands reported to designated Lifeboats with proper attire and lifejackets. Muster taken and reported to DC Central. SCT radios tested and training conducted. 1347 Secured from Abandon Ship Drill. Training completed IAW 46 CFR 199.180. 88 personnel present for 68.6 M/Hrs. 1353 (b)(3), (b)(6) at Conn. 1430 CGOMATE reports Helo Crash Drill training conducted from 1400-1430, 23 persons present for a total of 11.5 personnel hours. 1450 I/S 58%. 1505 C/C 028 PGC, 028 PSC. 1530 Cargo Mate reports Cargo Oil Discharge Monitor Calibration Flush conducted at 1030. 1535 C/C 036 PGC, 037 PSC. 1536 I/S 62%. 1548 Chief Mate conducted Quarterly Line Throwing Demonstration Training IAW 46 CFR 199.180(e) and SMS Checklist 6.1-001-01-AO from 1536 to 1548. 9 personnel present for 1.8 M/Hrs. 1550 As Watch ends, the vessel is in rough seas with a fresh E'ly breeze under partly cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 19, 2018 16:00

1600-2000 Vessel is underway as before steering course 040° PGC, 041° PSC in hand steering on starboard steering unit with BME at 62%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1600 Cargo Mate reported Oil Discharge Monitor and Control System tested - SAT. 1612 R/S to 57% BME. 1658 (b)(3), (b)(6) at conn for supper relief. 1718 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1728 (b)(3), (b)(6) at conn. 1748 AIS set to Transmit Mode. 1830 Watch Officer completed training on (b)(7)(F) (b)(7)(F). 4 personnel for 0.4 man hours. 1942 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a fresh E'ly breeze, (b)(3), (b)(6) cloudy skies with good visibility. 1945 Watch Officer properly relieved by Z/O Shaw (b)(3), (b)(6) (b)(3), (b)(6)

(b)(3), (b)(6)

December 19, 2018 20:00

2000-2400 Vessel is underway as before steering course 026° PGC, 026° PSC in hand steering on starboard steering unit with BME at 57%. On watch: (b)(3), (b)(6) under direction of (b)(3), (b)(6) with (b)(3), (b)(6), AB (b)(3), (b)(6) and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 2000 (b)(3), (b)(6) conducted quarterly line throwing demonstration on the bridge from 1950-2000 IAW 46 CFR 199.180. 5 participants for a total of 0.8 m/hr. 2100 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2200 C/C 046° PGC, 049° PSC. 2205 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2320 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in moderate seas with a fresh ExNE'ly breeze, cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

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(b)(3); (b)(6)

December 19, 2018 23:59

Approved on Friday, December 21, 2018 18:46 by Riley, William D.**Reviewed on Friday, December 21, 2018 18:10 by** (b)(3); (b)(6)

Reviewed By

Date

Approved By

Date

Thursday, December 20, 2018

0000-0400 Vessel underway in the Philippine Sea on voyage 23-18. Steering 048 PGC, 049 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 57% in Mode 2, PTO #2 with SSDG #1 online and #3 on standby. Vessel observing ZD -8(H). Captain William D. Riley in command of 19 CIVMAR Officers, 59 CIVMARs, 3 Riders, and 6 Cadets for a total of 88 souls onboard. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 2338 C/C 055 PGC, 059 PSC. 0000 W/O conducted SAT daily test and utilized NVG's. 0035 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0043 C/C 052 PGC, 056 PSC. 0130 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0150 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0155 C/C 055 PGC, 059 PSC. 0200 Ship's clocks Advanced 1 hour to conform with ZD -9(I). 0340 AIS placed in Receive only mode. 0355 C/C 054 PGC, 058 PSC. 0356 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0400 As the Watch ends the vessel is in slight seas with a moderate ESE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 20, 2018 04:00

0400-0800 Vessel is underway as before steering course 054° PGC, 058° PSC in hand steering on starboard steering unit with BME at 57%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0406 R/S to 50% BME. 0505 AB Beirold completed a round of the vessel; all in good order. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0721 Sunrise. As the watch ends the vessel is in a slight sea with a gentle ENE'ly breeze under clear skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 20, 2018 08:00

0745-1200 Vessel is underway as before steering course 048° PGC, 051° PSC in hand steering on starboard steering unit with BME at 50%. On watch: (b)(3); (b)(6) under direction of (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0745 Azimuth taken of the sun. Gyro #1 error : 0.8°W. 0855 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 0900 Commenced hot work at Port Side 15 FT Flat IAW SMS Checklist 2.1-010-01-ALL (HOTWORK Permit). 0922 SUPPLY DEPT MONTHLY SAFETY MEETING CONDUCTED IN CPO MESS FROM 0900 - 0922 IAW SMS PROCEDURE 2.1-003-ALL. 18 PARTICIPANTS FOR A TOTAL 6.6 m/hr. (b)(3); (b)(6) 1020 AB (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1130 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in moderate seas with a gentle ESE breeze, Partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 20, 2018 12:00

1200-1600 Vessel is underway as before steering course 045° PGC, 48° PSC in hand on starboard steering

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unit with 50% on BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm. SWTD closed from Bridge. 1405 C/C 048 PGC, 050 PSC. 1518 C/C 050 PGC, 054 PSC. 1542 In Accordance with Reference: Safety Management System (SMS) 2.1-003-ALL; DECK DEPARTMENT SAFETY Meeting for DECEMBER (PART I) 2018 was held in the 02 LOUNGE at 1518 on this 20DECEMBER2018; 21 DECK DEPARTMENT CREW IN ATTENDANCE FROM 1518-1642; 29.4M/H. (b)(3), (b)(6) 1545 As Watch ends, the vessel is in slight seas with a light ESE'ly breeze under partly cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 20, 2018 16:00

1600-2000 Vessel is underway as before steering course 052° PGC, 056° PSC in hand steering on starboard steering unit with BME at 50%. On watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1642 In Accordance with Reference: Safety Management System (SMS) 2.1-003-ALL; DECK DEPARTMENT SAFETY Meeting for DECEMBER (PART I) 2018 was held in the 02 LOUNGE at 1518 on this 20DECEMBER2018; 21 DECK DEPARTMENT CREW IN ATTENDANCE FROM 1518-1642; 29.4M/H. 1657 (b)(3), (b)(6) at conn for supper relief. 1700 Secured from hot work for supper. 1727 (b)(3), (b)(6) at conn. Azimuth of the sun observed on port repeater. Gyro error determined to be 1.3°W. 1730 Resumed hot work on 15' flat to install lifting padeye and weld valve bracket IAW SMS Checklist 2.1-010-01-ALL Hot Work Permit. 1738 Switched from starboard steering unit to port steering unit. 1756 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1830 Watch Officer completed training on (b)(7)(F). 4 personnel for 0.4 man hours. 1900 Secured from hot work on 15' flat. 1942 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a gentle ESE'ly breeze under clear skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 20, 2018 20:00

1945-2359 Vessel is underway as before steering course 048° PGC, 051° PSC in hand steering on starboard steering unit with BME at 50%. On watch: (b)(3), (b)(6) under direction of (b)(3), (b)(6) with (b)(3), (b)(6) and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. Course Change to 032 from 048 degrees. 2100 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2200 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2300 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in calm seas with a gentle ESE breeze, Partly cloudy sky, and good visibility. Wa With excellent visibility watch Officer properly relieved by (b)(3), (b)(6) (b)(3), (b)(6)

(b)(3), (b)(6)

December 20, 2018 23:45

Approved on Thursday, December 27, 2018 18:13 by Riley, William D.
Reviewed on Saturday, December 22, 2018 20:43 by (b)(3), (b)(6)

Thursday, December 20, 2018

Reviewed By

Date

Approved By

Date

Friday, December 21, 2018

0000-0400 Vessel underway in the Philippine Sea on voyage 23-18. Steering 032 PGC, 035 PSC in hand with the port steering unit engaged. Online: Both Main Engines at 50% in Mode 2, PTO #2 with SSDG #1 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 19 CIVMAR Officers, 59 CIVMARS, 3 Riders, and 6 Cadets for a total of 88 souls onboard. On Watch (b)(3); (b)(6) with (b)(3); (b)(6) and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6) 2355 C/C 025 PGC, 027 PSC. 0000 W/O conducted SAT daily test and utilized NVG's. 0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0111 C/C 029 PGC, 031 PSC. 0130 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0225 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0259 C/C 357 PGC, 000 PSC. 0319 C/C 000 PGC, 003 PSC. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0345 As the Watch ends the vessel is in slight seas with a light SE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 21, 2018 04:00

0400-0800 Vessel is underway as before steering course 054° PGC, 058° PSC in hand steering on starboard steering unit with BME at 57%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0458 Azimuth of moon observed on port repeater. Gyro error determined to be 0.8°W. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0625 A/B (b)(3); (b)(6) completed a round of the vessel; all in good order. 0641 Completed satisfactory test of steering gear in all modes IAW SMS Checklist. 7.4-007-01-AO. 0700 Tested ship's whistle and general alarm IAW SMS Checklist. 7.4-007-01-AO. 0708 Established VHF 16 as Safety Channel and VHF 72 as Working Channel with (b)(7)(F) IAW SMS Checklist. 7.4-007-01-AO. Established 355° PGC as Romeo Corpen and 13kts as Romeo Speed with (b)(7)(F) IAW SMS Checklist. 7.4-007-01-AO. 0717 Sunrise. As the watch ends the vessel is in a smooth sea with a gentle N'ly breeze under clear skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6) (b)(3); (b)(6).

(b)(3); (b)(6)

December 21, 2018 08:00

0800-1200 Vessel is underway as before steering course 355° PGC, 356° PSC in hand steering on port steering unit with BME at 50%. On watch: (b)(3); (b)(6) under direction of (b)(3); (b)(6) with (b)(3); (b)(6), AB (b)(3); (b)(6) and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0756 Master at Conn. 0800 Set UNREP Condition I. Team 1 to Station 7 and Team 2 to Station 3. Set UNREP Maneuvering Detail. Romeo at the dip. 0803 (b)(3); (b)(6) assumed conn under instruction of the Master. 0805 Romeo closed up to starboard. 0809 All stations reported manned and ready. 0814 (b)(7)(F) - (b)(7)(F) commenced approach to starboard. 0817 (b)(7)(F) alongside to starboard. 0838 CO to CO communications tested SAT. Emergency Breakaway Procedures discussed and understood. 0839 Spanwire tensioned Station 7. 0841 Highline tensioned at Station 3. 0853 First lift cargo from Station 3. 0855 Commenced pumping DFM from Station 7 in position: 26° 44.4' N, 126° 23.1' E. Bravo closed up. 0906 Commenced pumping JP5 from Station 7 in position: 26° 46.5' N, 126° 22.8' E. 0935 Ceased pumping

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DFM and JP5 from Station 7 in position 25° 52.5' N, 126° 22.3' E. 0937 Commenced pumping DFM and JP5 from Station 7 in position 26° 52.5' N, 126° 22.3' E. 0946 First lift RETRO to Station 3. 0947 Ceased pumping JP5 Station 7 in position: 26° 55.1' N, 126° 22.1' E. 0954 Ceased pumping DFM Station 7 in position: 26° 56.6' N, 126° 21.9' E. Bravo struck. 1002 Spanwire de-tensioned at Station 7. 1010 Station 7 secured for sea. Secured UNREP Team 1. 1025 Last lift cargo from Station 3. 1051 Last lift RETRO to Station 3. Master assumed conn. 1052 Emergency breakaway drill to starboard. 1053 Highline de-tensioned at Station 3. 1055 All lines clear to starboard. (b)(7)(F) away and clear to starboard. 1056 Secured UNREP Condition I and the UNREP maneuvering detail. 1059 Station 3 secured for sea. 1101 C/C 020° PGC, 023° PSC. D/S 20% BME. 1145 As the watch ends, the vessel is in slight seas with a gentle NW'ly breeze, cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 21, 2018 12:00

1200-1600 Vessel is underway as before steering course 020° PGC, 022° PSC in hand on port steering unit with 20% on BME's. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1145 RIDERS (b)(3), (b)(6) and (b)(3), (b)(6) transferred to RHIB to disembark. 1147 I/S 25%. 1149 I/S 35%. 1150 I/S 40%. 1152 I/S 50%. 1153 I/S 57%. 1155 (b)(3), (b)(6) at Conn. 1205 Switched to Starboard steering Unit. 1310 ERC reported Engine Casualty Drill (A-3b) Ruptured Hydraulic Pipe To Steering Ram, 8 People Present From 1300 To 1310. 1405 C/C 351 PGC, 353 PSC. 1455 C/C 355 PGC, 357 PSC. 1545 As Watch ends, the vessel is in slight seas with a gentle WNW'ly breeze under partly cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 21, 2018 16:00

1600-2000 Vessel is underway as before steering course 355° PGC, 357° PSC in hand steering on starboard steering unit with BME at 57%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1615 Watch Officer completed weekly Radar Performance Monitoring Test on 10cm, 3cm Mast, and 3cm Forward Radars. 1657 (b)(3), (b)(6) at conn for supper relief. 1727 (b)(3), (b)(6) at conn. 1742 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1812 R/S to 56% BME. 1830 Watch Officer completed training on (b)(7)(F). 4 personnel for 0.4 man hours. 1942 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a moderate NE'ly breeze under cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 21, 2018 20:00

1945-2359 Vessel is underway steering course 352° PGC, 355° PSC in hand steering on starboard steering unit with BME at 58%. On watch: (b)(3), (b)(6) under direction of (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 2100 (b)(3), (b)(6) completed rounds about vessel. All in good order. 2200 (b)(3), (b)(6) completed rounds about vessel. All in good order. 2300 (b)(3), (b)(6)

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completed round about vessel. All in good order. 2345 As the watch ends. Vessel is in calm seas with a gentle ESE breeze, Partly cloudy sky, good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6) December 21, 2018 23:45

Approved on Thursday, December 27, 2018 18:13 by Riley, William D.

Reviewed on Saturday, December 22, 2018 20:45 by (b)(3); (b)(6)

Reviewed By

Date

Approved By

Date

Saturday, December 22, 2018

0000-0400 Vessel underway in the East China Sea on voyage 23-18. Steering 345 PGC, 349 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 56% in Mode 2, PTO #2 with SSDG #1 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 19 CIVMAR Officers, 59 CIVMARs, 6 Riders, and 6 Cadets for a total of 91 souls onboard. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3), (b)(6). 2347 C/C 355 PGC, 359 PSC. 0000 W/O conducted SAT daily test and utilized NVG's. 0009 C/C 350 PGC, 353 PSC. 0105 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0115 Steering various courses for dense fishing traffic. 0130 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0225 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0240 I/S 63%. 0245 C/C 355 PGC, 358 PSC. 0329 C/C 358 PGC, 003 PSC. 0330 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0341 I/S 64%. 0345 As the Watch ends the vessel is in slight seas with a moderate NNE'ly breeze under partly cloudy skies with good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 22, 2018 04:00

0400-0800 Vessel is underway as before steering course 358° PGC, 003° PSC in hand steering on starboard steering unit with BME at 64%. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0412 AIS in Transmit Mode. 0505 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0625 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0640 Completed satisfactory test of steering gear in all modes IAW SMS Checklist. 7.4-007-01-AO. 0731 Sunrise. As the watch ends the vessel is in a slight sea with a gentle N'ly breeze under clear skies with good visibility. 0745 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 22, 2018 08:00

0800-1200 Vessel is underway as before steering course 355° PGC, 356° PSC in hand steering on port steering unit with BME at 50%. On watch: (b)(3), (b)(6) under direction of (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol.

0845 Master at Conn.

0900 Set UNREP Condition I. Team 1 to Station 4 and Team 2 to Station 8. Set UNREP Maneuvering Detail.

0904 Romeo at the dip.

0908 Romeo closed up to Port.

0911 All stations reported manned and ready.

0921 (b)(7)(F) commenced approach

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h to Port.

0923 (b)(7)(F) alongside to Port.

0939 CO to CO communications tested SAT. Emergency Breakaway Procedures discussed and understood.

0946 Spanwire tensioned Station 8.

0945 Highline tensioned at Station 4.

0953 Commenced pumping DFM from Station in position: , 132.07.9N / 126° 10.9E

0954 (b)(3); (b)(6) conn.

0958 First lift cargo from Station 4

1000 CAPT at conn. Bravo closed up.

1010 Station 8 secured for sea.

1025 Last lift cargo from Station 4.

1049 Ceased pumping DFM Station 8 in position: 32° 16.7' N, 126° 20.8' E. Bravo struck

1052 First lift RETRO to Station 4. Master assumed conn.

1100 Emergency breakaway drill to Port

1108 Spanwire de-tensioned at Station 4.

1111 Station 4 Highline Tripped & clear at 4

1112 All lines clear to Port. (b)(7)(F) away and clear to Port

1114 R/S 50 % Aft Steering dismissed

1115 Secured UNREP Team 1. and the UNREP maneuvering detail

1145 As the watch ends, the vessel is in slight seas with a gentle NW'ly breeze, cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 22, 2018 11:45

1200-1600 Vessel is underway as before steering course 084° PGC, 100° PSC in hand on starboard steering unit with 50% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm. SWTD closed from Bridge. 1245 Steering various courses for dense fishing traffic. 1325 D/S 045%. 1455 C/C 081 PGC, 094 PSC. 1510 D/S 40%. 1545 As Watch ends, the vessel is in slight seas with a moderate W'ly breeze under partly cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

December 22, 2018 16:00

1600-2000 Vessel is underway as before steering course 081° PGC, 094° PSC in hand steering on starboard steering unit with BME at 40%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating

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between helm, lookout, and roving patrol. 1615 (b)(3); (b)(6) conducted a Pre-Arrival Navigation Brief from 1600 to 1615 IAW SMS Checklist 7.2-002-01-AO T-AO Arrival Checklist and SMS Checklist 7.2-003-01-ALL Navigation Brief Checklist. 12 personnel for 3.0 man hours. Computed arrival drafts IAW 33 CFR 164.25: FWD 32'05" MID 33'08" AFT 34'01". Computed maximum draft IAW 46 CFR 35.20-5: 34'01". Computed Under Keel Clearance (UKC) IAW 33 CFR 157.455: 7'01". 1657 (b)(3); (b)(6) at conn for supper relief. 1724 (b)(3); (b)(6) at conn. 1727 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1830 Watch Officer completed training on (b)(7)(F) (b)(7)(F) 4 personnel for 0.4 man hours. 1900 C/C to 087° PGC, 101° PSC as per charted track. 1905 Completed satisfactory test of engines ahead and astern IAW 33 CFR 164.25. 1906 Completed satisfactory test of Engine Order Telegraph (EOT). 1913 Completed satisfactory test of steering gear in all modes IAW 33 CFR 164.25. Port steering unit online. 1914 I/S to 45% BME. 1915 Completed satisfactory test of Emergency Diesel Generator from 1900 to 1915 IAW 33 CFR 164.25. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a slight sea with a moderate NE'ly breeze under cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

December 22, 2018 20:00

1945-2359 Vessel is underway as before steering course 100° PGC, 104° PSC in hand steering on starboard steering unit with BME at 40%. On watch: (b)(3); (b)(6) under direction of (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6) and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Course Changed to 100 from 087°. 2120 AB (b)(6) completed round about the vessel. All in apparent good order. Master ordered mains to 40% reducing speed to 8.5 to 9 KTS. 2220 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2300 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in calm seas with a gentle ESE breeze, Partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 22, 2018 23:45

Approved on Thursday, December 27, 2018 18:13 by Riley, William D.**Reviewed on Wednesday, December 26, 2018 03:55 by (b)(3); (b)(6)**

Reviewed By

Date

Approved By

Date

Sunday, December 23, 2018

0000-0400 Vessel underway in the East China Sea on voyage 23-18. Steering 100 PGC, 116 PSC in hand with the port steering unit engaged. Online: Both Main Engines at 40% in Mode 2, PTO #2 with SSDG #1 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 19 CIVMAR Officers, 59 CIVMARs, 6 Riders, and 6 Cadets for a total of 91 souls onboard. On Watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0000 W/O conducted SAT daily test and utilized NVG's. 0001 AIS set to Transmit/ Receive Mode. D/S 39%. 0009 C/C 097 PGC, 112 PSC. 0043 c/c 039 PGC, 044 PSC. 0045 I/S 41%. 0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0130 W/O completed SAT Pre-Arrival Test of GMDSS System IAW 47 CFR 80.1105(i)(2). 0210 D/S 40%. 0225 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0305 C/C 038 PGC, 043 PSC. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0332 C/C 042 PGC, 047 PSC. 0345 As the Watch ends the vessel is in slight seas with a light E'ly breeze under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 23, 2018 04:00

0400-0800 Vessel is underway as before steering course 042° PGC, 047° PSC in hand steering on port steering unit with BME at 40%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0400 R/S to 39% BME. 0436 Confirmed ETA 0630 at Kogosaki with Kogosaki Station on VHF 12. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0515 Captain on bridge. 0518 C/C to 022° PGC, 026° PSC as per charted track. 0526 I/S to 45% BME. 0527 Captain at conn. I/S to 50% BME. 0530 Tested ship's whistle and general alarm IAW SMS Checklist 7.2-002-01-AO T-AO Arrival Checklist. 0532 R/S to 47% BME. 0536 R/S to 45% BME. 0544 C/C to 055° PGC, 059° PSC as per charted track line. 0600 Set Sea, Anchor, and Maneuvering Detail. Courses per course recorder; speeds per bell book. 0601 Bow manned and ready; both anchors ready to let go. 0602 Maneuvering Detail manned and ready. 0607 Cargo Mate (b)(3); (b)(6) inspected starboard side tank deck pilot ladder; sat. 0614 Master at the conn in pilotage waters. 0616 Pilot boat alongside to starboard. 0617 (b)(3); (b)(6) aboard. 0618 Pilot boat away and clear to starboard. Pilot on bridge. 0621 Master Pilot Information Exchange completed IAW 33 CFR 157.455(b). Shira Se abeam to starboard. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0635 Vessel abeam Buoys 1 and 2. 0642 Daymark #2 abeam to starboard. 0654 Iori Saki abeam to port. 0700 Deck Department Fore and Aft. SMS Checklist 7.2-002-01-AO T-AO Arrival Checklist completed; Master notified. 0706 Stern manned and ready; safety brief given. 0709 El-no-hana abeam to starboard. 0713 Pilot at conn. 0717 Tug TATEGAMI made fast with one tug's line port quarter. 0718 Tug AKASAKI MARU made fast with one tug's line port bow. 0721 Sunrise. 0738 Starboard side hydraulic side port opened. 0745 Arrival taken on Voyage 23-18 in position L 33° 08.95'N, LON 129° 42.43'E with Benten Shima bearing 110.4° at 0.452nm. SME declutched. 0748 First line. 0753 Finished with Wheel (FWW). Finished with Engines (FWE). Aft steering dismissed. Secured Sea, Anchor, and Maneuvering Detail. PME declutched. As the watch ends the vessel is in calm harbor conditions conducting mooring operations alongside breasting barge "YC-1529" at Akasaki Wharf Berth 3. Good visibility, light NE'ly air, overcast. 0745 Watch retained by (b)(3); (b)(6).

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(b)(3), (b)(6)

December 23, 2018 08:00

0800-1200 Vessel is conducting mooring operations alongside breasting barge "YC-1529" at Akasaki Wharf Berth 3. On watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0830 Vessel securely moored alongside breasting barge "YC-1529" at Akasaki Wharf Berth 3, Sasebo, Japan with 2 head lines, 2 breast lines, and 2 spring lines forward; 2 spring lines, 2 breast lines, 2 stern lines aft. Tugs TATEGAMI and AKASAKI MARUE let go and away. Pilot boat alongside to port. 0836 Pilot on pilot ladder. Pilot away. Shoreside brow securely in position at starboard side port. 0842 Oil boom in place around vessel. 0900 Port time commenced. In Port Watches set. Liberty granted. Engine Department commenced monthly EDG Load Test IAW 46 CFR 35.10-15 (b). Arrival drafts taken and logged: FWD 32'02" MID 33'08" AFT 34'11" LIST 0.25°STBD. 0915 First lift of ship's trash offloaded. 0937 Last lift of ship's trash offloaded. Total 18 cubic meters of ship's trash offloaded. 0940 First lift of cargo trash offloaded. 0958 Last lift of cargo trash offloaded. Total 10 cubic meters of cargo trash offloaded. (b)(7)(F) 1100 Engine Department completed monthly EDG Load Test. 1124 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. Vessel securely moored as before in calm harbor conditions under overcast skies with a light NW'ly air and drizzle. (b)(3), (b)(6) retained the watch.

(b)(3), (b)(6)

December 23, 2018 12:00

1200-1600 Vessel securely moored as before; watch as before. 1254 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. (b)(7)(F) (b)(7)(F) 1454 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. (b)(3), (b)(6) departed the vessel with bag and baggage. (b)(3), (b)(6) departed the vessel with bag and baggage. (b)(3), (b)(6) departed the vessel with bag and baggage. (b)(3), (b)(6) departed the vessel with bag and baggage. (b)(3), (b)(6) departed the vessel with bag and baggage. 1500 Wheel clearance granted to engine room. As the watch ends, the vessel is securely moored as before in calm harbor conditions under overcast skies with a light N'ly air. 1545 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 23, 2018 16:00

1600-2000 Vessel securely moored as before. On Watch (b)(3), (b)(6) with (b)(3), (b)(6) and (b)(3), (b)(6) rotating as gangway and roving security. (b)(7)(F) (b)(7)(F) 1645 W/O completed rounds of the vessel, all in good order. 1700 Evening drafts observed and recorded. 1718 Sunset & colors observed. All deck, anchor, security, and aircraft warning lights energized. 1800 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 1830 W/O completed rounds of the vessel, all in good order. (b)(7)(F) 1945 (b)(3), (b)(6)

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completed rounds of the vessel, all in good order. 2000 Vessel is securely moored as before under cloudy skies with a light N'ly breeze. (b)(3); (b)(6) retained the Watch.

(b)(3); (b)(6)

December 23, 2018 20:00

2000-2400 Vessel securely moored as before. Watch as before. 2100 W/O completed rounds of the vessel, all in good order. (b)(7)(F) 2200 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 2245 W/O completed rounds of the vessel, all in good order. 2330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 2345 As the Watch ends, the vessel is securely moored as before under clear skies with a light NW'ly breeze. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 23, 2018 23:59

Approved on Thursday, December 27, 2018 18:13 by Riley, William D.

Reviewed on Wednesday, December 26, 2018 03:55 by (b)(3); (b)(6)

Reviewed By

Date

Approved By

Date

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Monday, December 24, 2018

0001-0400 Ship securely moored at Akasaki Wharf, Sasebo, Japan starboard side to breasting barge YC-1529 at Berth 3 with 1 head lines, 2 breast lines, 2 spring lines forward; 2 stern lines, 2 breast lines, 2 spring lines aft. Shoreside brow positioned at starboard side port and well lighted with gangway watch in attendance. Rat guards affixed to each set of lines. Oil containment boom securely enclosing ship. Deck and waterline security lights bright. Ship on ship's power. Cell phones, trash removal, ships vehicles, and bus service as per posted schedule. Visitors and contractors aboard as per visitor log. Vessel observing ZD -9(I). Vessel in FPCON Alpha with additional measures in effect. Duty Engineer is (b)(3), (b)(6). On watch: (b)(3), (b)(6) as watch officer with (b)(3), (b)(6) and (b)(3), (b)(6) (b)(7)(F)

The Watch is conducting frequent and thorough rounds of vessel to include: Bridge, Gangway, Masters Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Room, Berthing Areas, Laundries, Storage Areas, Holds & Weather Decks (b)(7)(F) (b)(7)(F) 0036 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0030 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. Vessel securely moored as before under clear skies with a light NW'ly air; (b)(3), (b)(6) retained the watch.

(b)(3), (b)(6)

December 24, 2018 04:00

(b)(7)(F)

0500 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0654 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0700 Drafts observed: FWD 32'02" MID 33'07" AFT 34'10" LIST 0.00° STBD. 0721 Sunrise. All deck, anchor, security, and aircraft warning lights extinguished. 0738 Azimuth of sun observed on port repeater. Gyro error determined to be 0.2°W. As the watch ends the vessel is securely moored as before under partly cloudy skies with a light NW'ly air. 0745 Watch Officer properly relieved by (b)(3), (b)(6)

(b)(3), (b)(6)

(b)(3), (b)(6)

December 24, 2018 08:00

0800-1200 Vessel securely moored as before. On Watch (b)(3), (b)(6) with (b)(3), (b)(6) and (b)(3), (b)(6) rotating as gangway and roving security. (b)(7)(F)

0800. Morning Colors observed. 0845 W/O completed rounds of the vessel, all in good order. 1000 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 1055 W/O completed rounds of the vessel, all in good order. 1145 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 1200 Vessel is securely moored as before under partly cloudy skies with a light N'ly breeze. (b)(3), (b)(6) (b)(3), (b)(6) retained the Watch.

(b)(3), (b)(6)

December 24, 2018 12:00

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Report Date: Saturday, February 08, 2020 23:12

Monday, December 24, 2018

1200-1600 Vessel securely moored as before. Watch as before. 1300 W/O completed rounds of the vessel, all in good order. 1400 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 1445 W/O completed rounds of the vessel, all in good order. 1530 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 1545 As the Watch ends, the vessel is securely moored as before under partly cloudy skies with a light NNE'ly breeze. Watch Officer properly relieved by (b)(3); (b)(6) (b)(3); (b)(6)

(b)(3); (b)(6)

December 24, 2018 16:00

1600-2000 Vessel securely moored as before. On Watch: (b)(3); (b)(6) under the direction of Second Officer (b)(3); (b)(6) and (b)(3); (b)(6) rotating between gangway and roving security. (b)(7)(F)

1645 W/O

completed rounds of the vessel, all in good order. 1700 Evening drafts observed and recorded. 1718 Sunset & colors observed. All deck, anchor, security, and aircraft warning lights energized. 1915 MOW demonstrated a Security Presence, and inspected compartments of vessel, all are in good order. (b)(7)(F) (b)(7)(F) 1945 MOW completed rounds of the vessel, all in good order. 2000 Vessel is securely moored as before under clear skies with a light North Westerly Breeze.

(b)(3); (b)(6)

December 24, 2018 20:00

2000-2400 Vessel securely moored as before. Watch as before. 2100 W/O completed rounds of the vessel, all in good order. (b)(7)(F) 2200 completed rounds of the vessel, all in good order. 2245 W/O completed rounds of the vessel, all in good order. 2330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 2345 As the Watch ends, the vessel is securely moored as before under clear skies with a light NW'ly breeze. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 24, 2018 23:45

Approved on Thursday, December 27, 2018 18:13 by Riley, William D.

Reviewed on Wednesday, December 26, 2018 03:56 by (b)(3); (b)(6)

Reviewed By

Date

Approved By

Date

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Report Date: Saturday, February 08, 2020 23:12

Tuesday, December 25, 2018

0001-0400

'Twas the morning of Christmas, when all through the house
Not a mariner was stirring, not even the mouse;
The ship lay beside Akasaki Berth 3
Next to a breasting barge, moored securely
An oil boom securely surrounded the ship
While mariners waited for presents from St Nick
Deck and waterline security lights were all burning bright
While Santa delivered presents, all in one night
(b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) watched over the vessel
While the Polar Express crossed over a trestle

(b)(6), (b)(7)(F)

Hoping for no engine room alarms; Merry Christmas to all!

Ship on ship's power. Cell phones, trash removal, ships vehicles, and bus service as per posted schedule.
Visitors and contractors aboard as per visitor log. Vessel observing ZD -9(I). Vessel in FPCON Alpha with
additional measures in effect. The Watch is conducting frequent and thorough rounds of vessel to include:
Bridge, Gangway, Masters Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks,
Aft Steering, Motor Rooms, Pump Room, Berthing Areas, Laundries, Storage Areas, Holds & Weather Decks.
0100 Watch Officer completed a round; all secure, not even a sound. (b)(7)(F)

(b)(7)(F) 0145 (b)(3), (b)(6) completed a round ; all in good order. (b)(7)(F)

0330 Watch Officer completed a round of the vessel including pump
room, motor rooms, and engine room; all in good order. 0345 (b)(3), (b)(6) completed a round of the vessel; all
in good order. Vessel securely moored as before in calm harbor conditions under clear skies with a light E'ly
air; (b)(3), (b)(6) ret

(b)(3), (b)(6)

December 25, 2018 04:00

0400-0800 Vessel securely moored as before; watch as before. (b)(7)(F)

0500 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all
in good order. 0654 Watch Officer completed a round of the vessel including pump room, motor rooms, and
engine room; all in good order. 0700 Drafts observed: FWD 32'01" MID 33'05" AFT 34'06" LIST 0.10° PORT.
0722 Sunrise. All deck, anchor, security, and aircraft warning lights extinguished. As the watch ends the
vessel is securely moored as before in calm harbor conditions under clear skies with a light NE'ly air (b)(3), (b)(6)

(b)(3), (b)(6) retained the watch.

(b)(3), (b)(6)

December 25, 2018 08:00

0800-1000 Vessel securely moored as before. On watch (b)(3), (b)(6) as watch officer with (b)(3), (b)(6) and (b)(3), (b)(6)

(b)(7)(F)

Tuesday, December 25, 2018

(b)(7)(F) . 0800
Colors observed. 0900 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. Vessel securely moored as before in calm harbor conditions under clear skies with a light ESE'ly air. 1000 Watch Officer properly relieved by (b)(3), (b)(6) .

(b)(3), (b)(6) December 25, 2018 10:00

1000-1200 Vessel securely moored as before. On Watch (b)(3), (b)(6) with (b)(3), (b)(6) and (b)(3), (b)(6) rotating as gangway and roving security. (b)(7)(F)
1000 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 1035 W/O completed rounds of the vessel, all in good order. 1145 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 1200 Vessel is securely moored as before under partly cloudy skies with a light S'ly breeze. (b)(3), (b)(6) retained the Watch.

(b)(3), (b)(6) December 25, 2018 12:00

1200-1600 Vessel securely moored as before. Watch as before. 1330 W/O completed rounds of the vessel, all in good order. 1335 Secured from loading potable water. 1400 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 1500 W/O completed rounds of the vessel, all in good order. 1530 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 1545 As the Watch ends, the vessel is securely moored as before under partly cloudy skies with a light SW'ly breeze. Watch Officer properly relieved by (b)(3), (b)(6) .

(b)(3), (b)(6) December 25, 2018 16:00

1600-2000 Vessel securely moored as before. On Watch: (b)(3), (b)(6) . (b)(3), (b)(6) and (b)(3), (b)(6) rotating between gangway and roving security (b)(7)(F)
1645 W/O completed rounds of the vessel, all in good order. 1700 Evening drafts observed and recorded. 1718 Sunset & colors observed. All deck, anchor, security, and aircraft warning lights energized. 1915 MOW demonstrated a Security Presence, and inspected compartments of vessel, all are in good order. (b)(7)(F) 1945 MOW completed rounds of the vessel, all in good order. 2000 Vessel is securely moored as before under clear skies with light North Easterly Breeze.

(b)(3), (b)(6) December 25, 2018 20:00

2000-2400 Vessel securely moored as before. Watch as before. 2100 W/O completed rounds of the vessel, all in good order. Discussed with watchstanders the need to make solid roving rounds and the need to keep

Tuesday, December 25, 2018

strong security presence demonstrated (b)(7)(F) 2200 completed rounds of the vessel, all in good order. 2245 W/O completed rounds of the vessel, all in good order. 2330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 2345 As the Watch ends, the vessel is securely moored as before under clear skies with a light NW'ly breeze. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 25, 2018 23:45

Approved on Friday, December 28, 2018 18:38 by Riley, William D.**Reviewed on Thursday, December 27, 2018 21:13 by (b)(3); (b)(6)**

Reviewed By

Date

Approved By

Date

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Report Date: Saturday, February 08, 2020 23:12

Wednesday, December 26, 2018

0001-0400 Ship securely moored at Akasaki Wharf, Sasebo, Japan starboard side to breasting barge YC-1529 at Berth 3 with 1 head lines, 2 breast lines, 2 spring lines forward; 2 stern lines, 2 breast lines, 2 spring lines aft. Shoreside brow positioned at starboard side port and well lighted with gangway watch in attendance. Rat guards affixed to each set of lines. Oil containment boom securely enclosing ship. Deck and waterline security lights bright. Ship on ship's power. Cell phones, trash removal, ships vehicles, and bus service as per posted schedule. Visitors and contractors aboard as per visitor log. Vessel observing ZD -9(I) (b)(7)(F)

(b)(7)(F)

The Watch is conducting frequent and thorough rounds of vessel to include: Bridge, Gangway, Masters Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Room, Berthing Areas, Laundries, Storage Areas, Holds & Weather Decks (b)(7)(F)

(b)(7)(F)

0036 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0145 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0330 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0345 (b)(3), (b)(6) completed a round of the vessel; all in good order. Vessel securely moored as before in calm harbor conditions under overcast skies with a light NW'ly air; (b)(3), (b)(6) retained the watch.

(b)(3); (b)(6)

December 26, 2018 04:00

0400-0800 Vessel securely moored as before; watch as before. (b)(7)(F)
0500 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0654 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0700 Drafts observed: FWD 32'01" MID 33'06" AFT 34'11" LIST 0.0°. 0722 Sunrise. All deck, anchor, security, and aircraft warning lights extinguished. As the watch ends the vessel is securely moored as before in calm harbor conditions under overcast skies with a light N'ly air; (b)(3), (b)(6) retained the watch. Watch Officer properly relieved by (b)(3), (b)(6) (b)(3), (b)(6)

(b)(3); (b)(6)

December 26, 2018 08:00

0800-1200 Vessel securely moored as before. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6) and (b)(3), (b)(6) rotating as gangway and roving security (b)(7)(F)

0800 Morning Colors observed. 0800 Sailing Board been set to read as follows: The ship sails Thursday 27 December 2018 at 0700. Liberty expires for all licensed and unlicensed personnel Thursday 27 December 2018 at 0800. Sea watches commence Thursday 27 December 2018 at 0001. 0825 Master granted permission to conduct crane operations. 0830 Cargo Mate conducted pre-bunker safety brief from 0815 to 0830. 20 persons present for 5.0 M/Hrs. Declaration of Inspection completed. 0835 Scuppers, containment tubs, and sandpipers on line and in good order. 0854 First lift onload, Chief Steward stores. Bonding cable connected. 0855 First lift offload HAZMAT. 0859 First lift Cargo, onload. 0909 Last lift HAZMAT offload. Total: 7 pallets. 0922 DFM hoses connected at Station 7 and 7A. Bravo closed up. 1MC announcements made. 0925

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Master granted permission to load cargo. 0943 Commenced DFM load-out from Station 7 and 7A. 0951 Commenced de-ballasting. 0958 Last lift onload, Chief Steward stores. 1000 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 1030 Last lift Cargo, onload. 1040 W/O completed rounds of the vessel, all in good order. 1105 First lift Cargo mail, onload. 1116 Last lift Cargo mail. 1117 First lift offload, Trash. 1126 Last lift Trash. Total: 6.0m³. 1145 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 1200 Vessel is securely moored as before under cloudy skies with a light S'ly breeze. (b)(3); (b)(6) retained the Watch.

(b)(3); (b)(6)

December 26, 2018 12:00

1200-1600 Vessel securely moored as before. Watch as before. 1330 W/O completed rounds of the vessel, all in good order. 1330 Ceased pumping DFM at Station 7 and 7A. 1335 Commenced Working Aloft on Kingposts for light repairs IAW SMS Checklist 2.1-014-01-ALL Working Aloft Checklist. 1407 DFM hoses disconnected and 7 and 7A. 1409 Bonding cable disconnected. 1430 Secured roving patrol. Secured Fueling Detail. Bravo struck, smoking lamp lit. 1440 Post loading drafts: FWD 33'02" MID 34'02" 34'08". 1500 W/O completed rounds of the vessel, all in good order. 1504 (b)(3); (b)(6) departed with bags and baggage. 1530 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 1540 Secured from personnel Working Aloft. 1545 As the Watch ends, the vessel is securely moored as before under partly cloudy skies with a light SW'ly breeze. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 26, 2018 16:00

1600-2000 Vessel securely moored as before. On Watch (b)(3); (b)(6). (b)(3); (b)(6) and (b)(3); (b)(6) rotating between gangway and roving security. (b)(7)(F)

(b)(3); (b)(6) 1645 Conducted review of GangWay procedures in accordance with Master's Nightly Orders. Refreshed on 100% Baggage Inspections, 100% ID Check of all personnel boarding vessel. W/O completed rounds of the vessel, all in good order. 1700 Evening drafts observed and recorded. 1718 Sunset & colors observed. All deck, anchor, security, and aircraft warning lights energized. 1915 MOW demonstrated a Security Presence, and inspected compartments of vessel, all are in good order. (b)(7)(F) 1945 MOW completed rounds of the vessel, all in good order. 2000 Vessel is securely moored as before under clear skies with light North Easterly Breeze.

(b)(3); (b)(6)

December 26, 2018 20:00

2000-2400 Vessel securely moored as before. Watch as before. 2125 W/O completed rounds of the vessel, all in good order. (b)(7)(F) 2200 completed rounds of the vessel, all in good order. 2245 W/O completed rounds of the vessel, We have Refer door open on Box# 9 to keep items inside frozen, cooled from outside air. All else in good repair. 2330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 2345 As the Watch ends, the vessel is securely moored as before under clear skies with a light NW'ly breeze. Watch Officer properly relieved by (b)(3); (b)(6).

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(b)(3); (b)(6)

December 26, 2018 23:45

Approved on Friday, December 28, 2018 18:39 by Riley, William D.**Reviewed on Thursday, December 27, 2018 21:16 by** (b)(3); (b)(6)

Reviewed By

Date

Approved By

Date

Generated by ShipsLog™

Report Date: Saturday, February 08, 2020 23:12

Thursday, December 27, 2018

0001-0400 Ship securely moored at Akasaki Wharf, Sasebo, Japan starboard side to breasting barge YC-1529 at Berth 3 with 1 head lines, 2 breast lines, 2 spring lines forward; 2 stern lines, 2 breast lines, 2 spring lines aft. Shoreside brow positioned at starboard side port and well lighted with gangway watch in attendance. Rat guards affixed to each set of lines. Oil containment boom securely enclosing ship. Deck and waterline security lights bright. Ship on ship's power. Cell phones, trash removal, ships vehicles, and bus service as per posted schedule. Visitors and contractors aboard as per visitor log. Vessel observing ZD -9(I) (b)(7)(F)

(b)(7)(F)

The Watch is conducting frequent and thorough rounds of vessel to include: Bridge, Gangway, Masters Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Room, Berthing Areas, Laundries, Storage Areas, Holds & Weather Decks. 0001 Sea Watches commenced. 0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0200 W/O completed rounds of the vessel, all in good order. 0225 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0310 W/O completed SAT test of Internal communications IAW 33 CFR 164.25 and IAW SMS Checklist 7.2-001-01-AO (T-AO Departure Checklist). 0315 W/O completed SAT GMDSS Pre-Departure Test IAW 47 CFR 80.1105(i)(2). 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0345 As the Watch ends, the vessel is securely moored as before under partly cloudy skies with a light N'ly breeze. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 27, 2018 04:00

0400-0800 Vessel securely moored as before; watch as before. On watch (b)(3); (b)(6) as watch officer with (b)(3); (b)(6) and (b)(3); (b)(6) (b)(7)(F)

0430 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 0500 Departure Drafts observed IAW 33 CFR 164.25: FWD 33'03" MID 34'03" AFT 34'10" LIST 0.25° STBD. 0503 Wheel clearance granted to Engine Room. 0518 Confirmed 0700 Departure, 1 Pilot, 2 Tugs, and linehandlers with Sasebo Port Control on VHF 16. 0524 Confirmed ETA 0800 with Kogo Saki Station on VHF 12. 0536 (b)(3); (b)(6) aboard via shoreside brow. 0558 Completed satisfactory test of Emergency Diesel Generator (EDG) IAW 33 CFR 164.25. 0600 Liberty expired. Completed satisfactory test of ship's whistle and general alarm IAW 33 CFR 164.25. 0602 Completed satisfactory test of Engine Order Telegraph (EOT) IAW 33 CFR 164.25. 0610 Completed satisfactory test of engines ahead and astern IAW 33 CFR 164.25. 0615 Oil containment boom removed from around vessel. (b)(7)(F)

0624 Completed satisfactory test of steering gear in all modes IAW 33 CFR 164.25. Master Pilot Information Exchange completed IAW 33 CFR 157.455(b). 0636 Shoreside brow removed via shoreside crane. 0639 Port time ended. 0640 Starboard hydraulic side port secured. 0642 Port side tank deck pilot rigged IAW SOLAS Chapter V, Regulation 23 and inspected by (b)(3); (b)(6). 0645 Set Sea, Anchor, and Maneuvering Detail. Deck Department fore and aft. 0648 All stations manned and ready; safety briefs given fore and aft. Both anchors ready to let go. 0651 Departure checklist 7.2-001-01-AO T-AO Departure Checklist completed; master notified. AIS set to transmit mode. 0655 Commenced letting go lines forward and aft. 0657 Stand by Engines (SBE). 0700 PME clutched in. Bridge control PME. 0706 Tug TATEGAMI made fast with one tug's line to port quarter. 0707 Tug AKASAKI MARU made fast with one tug's line to port bow. 0709 Last line. Pilot (b)(3); (b)(6)

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Thursday, December 27, 2018

(b)(3); (b)(6) at conn. All deck, anchor, security, and aircraft warning lights extinguished. Vessel steering courses per course recorder; speeds per bell book. 0712 Departure taken on Voyage 24-18 in position L 33° 08.9'N, LON 129° 42.4'E with Benten Shima bearing 118.9°pGC at 0.472nm. 0713 SME clutched in. Bridge control SME. 0715 Aft tug cast off and away. 0716 Forward tug cast off and away. 0720 Master at conn in pilotage waters. 0722 Sunrise. 0738 Stern mooring station personnel secured. 0739 Pilot boat alongside to port. Pilot on ladder. 0740 Pilot away via port side tank deck pilot ladder. Pilot boat away and clear to port. 0746 Port side tank deck pilot ladder secured for sea. 0755 (b)(3); (b)(6) relieved (b)(3); (b)(6) as Helm Safety Officer. 0757 (b)(3); (b)(6) relieved (b)(3); (b)(6) in Aft Steering. As the watch ends the vessel is underway under clear skies with a light N'y air. 0800 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 27, 2018 08:00

0800-1200 Vessel is underway as before steering course 180° PGC, 188° PSC in hand steering on Port steering unit with BME at 57%. On watch: (b)(3); (b)(6) under direction of Chief Mate with (b)(3); (b)(6) and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Course Changed to 189 from 180 degrees. 0810 Both Anchors and Maneuvering Details Set. 0812 Secured from Sea, Anchor and Maneuvering Details. Chief Mate is at CONN. 0815 Captain is below (b)(3); (b)(6) 0930 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1020 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1100 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in calm seas with a gentle ESE breeze, Partly cloudy sky, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6). 0810 Both anchors and Maneuvering Details 0812 Secured from Sea, Anchor and Maneuvering Details. Chief Mate at Conn. 0815 Captain below, (b)(3); (b)(6) (b)(3); (b)(6)

(b)(3); (b)(6)

December 27, 2018 12:00

1200-1600 Vessel is underway as before steering course 189° PGC, 196° PSC in hand on port steering unit with 57% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1138 D/S 55%. 1216 C/C 185 PGC, 191 PSC. 1224 (b)(7)(F) and (b)(7)(F) sector air search RADARS. 1231 USNS PECOS took TACON of (b)(7)(F) and (b)(7)(F). 1234 Master at Conn. 1300 Set UNREP Condition 3 and UNREP Maneuvering Detail. 1307 Maneuvering Detail manned and ready. 1310 All Stations reported manned and ready. Romeo closed up to starboard. 1314 (b)(7)(F) commenced approach to starboard. (b)(7)(F) alongside. (b)(7)(F) 1327 (b)(7)(F) commenced approach to port. 1328 Messenger in hand to starboard. Romeo struck. 1330 PRE-UNREP checklist completed, Master notified IAW SMS Checklist 7.4-007-01-AO. 1333 Highline connected Station 3. 1335 Highline tensioned Station 3. 1336 Spanwire connected Station 7. 1338 Messenger in hand to port. Romeo struck. 1339 Spanwire tensioned Station 7. 1341 Probe seated Station 7. Bravo closed up starboard. 1345 Commenced pumping DFM Station 7. Position: 31-25.1'N, 128-58.6'E. 1346 Spanwire connected Station 8. 1347 Highline connected Station 4. 1348 First lift Station 3. 1350 Spanwire tensioned Station 8. 1352 Commenced pumping JP5 Station 7. 1353 Probe seated Station 8. Bravo closed up. 1354 Highline tensioned Station 4. 1356 Commenced pumping DFM and JP5 at Station 8. Position: 31-25.1'N, 128-58.6'E. 1441 Stopped pumping JP5 Station 7. 1444 UNREP complete Station 7. 1445 Probe released Station 7. Bravo struck. 1452 Spanwire de-tensioned Station 7. 1453 Spanwire clear. 1458

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Thursday, December 27, 2018

Secured UNREP team 2. 1459 Last lift cargo Station 3. 1511 Last lift Retro. UNREP complete Station 3. 1514 Ceased pumping DFM Station 8. 1515 Highline de-tensioned Station 3. 1519 All lines clear starboard. 1521 Secured UNREP Condition 3. Set UNREP Condition 1. 1524 Spanwire de-tensioned Station 8. 1525 Spanwire clear. 1536 Station 8 secured for sea. 1545 As Watch ends, the vessel is in moderate seas with a strong NNW'ly breeze under cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 27, 2018 16:00

1600-2000 Vessel is underway as before steering Romeo Corpen 205° PGC, 211° PSC in hand steering on port steering unit with BME at 55% (b)(7)(F) alongside to port. Captain at conn. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1546 Station 4 UNREP completed. 1555 Station 4 highline tripped and clear. 1556 All lines clear to port. 1556 I/S to 57% BME. 1557 UNREP Manuevering Detail secured. Aft steering dismissed. I/S to 62% BME. 1602 Switched from port steering unit to starboard steering unit. 1603 Secured from UNREP Condition 1. 1606 I/S to 64% BME. 1653 (b)(3); (b)(6) at conn for supper relief. 1723 (b)(3); (b)(6) at conn. 1730 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1830 Watch Officer completed training on (b)(7)(F) 4 personnel for 0.4 man hours. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a rough sea with a strong NNW'ly breeze under cloudy skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 27, 2018 20:00

2000 -2400 Vessel is underway as before steering course 208° PGC, 212° PSC in hand steering on Port steering unit with BME at 64%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Course Changed to 205 then back to 208. Chief Mate came up, and assisted said carry on, and to notify Master if we get to far off course. Mow had to remove (b)(3); (b)(6) from the helm, replaced him twice with (b)(3); (b)(6). 2205 Notified Master that we were 2 milte off track Line. Master gave order to steer track line. Walked vessel from 208 to 200 degrees placing seas on stern as discussed with Master. Vessel is settling down. 2230 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2300 (b)(3); (b)(6) is making rounds about the vessel. 2301 (b)(3); (b)(6) is at the Helm. 2345 As the watch ends, the vessel is in rough seas with decreasing winds from 30 Kt to 17Kts on average. Fairly clear skies with 15 mile visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 27, 2018 23:45

Approved on Friday, January 04, 2019 16:04 by Riley, William D.**Reviewed on Friday, January 04, 2019 07:14 by (b)(3); (b)(6)**

Reviewed By

Date

Approved By

Date

Friday, December 28, 2018

0000-0400 Vessel underway in the East China Sea on voyage 24-18. Steering 200 PGC, 205 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 64% in Mode 2, PTO #2 with SSDG #1 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 19 CIVMAR Officers, 59 CIVMARs, and 6 Cadets for a total of 86 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0000 W/O conducted SAT daily test and utilized NVG's. 0100 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0130 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0225 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0345 As the Watch ends the vessel is in rough seas with a strong N'y breeze under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 28, 2018 04:00

0400-0800 Vessel is underway as before steering course 200° PGC, 205° PSC in hand steering on starboard steering unit with BME at 64%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0506 I/S to 65% BME. 0542 I/S to 66% BME. 0548 C/C to 205° PGC, 210° PSC to adjust for leeway. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0720 Sunrise. As the watch ends the vessel is in a rough sea with a strong NNW'y breeze under overcast skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 28, 2018 08:00

0800-1200 Vessel is underway as before steering course 205° PGC, 210° PSC in hand steering on STBD steering unit with BME at 66%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0900 Course Changed to 210 from 205 degrees. 0930 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1020 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1100 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in rough seas with Partly cloudy sky, and decent visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 28, 2018 12:00

1200-1600 Vessel is underway as before steering course 210° PGC, 215° PSC in hand on port steering unit with 64% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm. SWTD closed from Bridge. 1244 C/C 200 PGC, 203 PSC. 1325 CGOMATE reports Pre Bunker Fuel Transfer

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Conference completed IAW SMS 7.4-005-01-AO with 16 persons present for a total of 2.6 personnel hours. 1336 Commence transfer of Cargo Fuel to Chief's Tanks at position 26-48.0N 126-41.5E. Smoking lamp secured. 1345 C/C 195 PGC, 200 PSC. 1401 Ceased transfer of Cargo Fuel to Chief's Tanks, transferred 91,385 gallons DFM. 1406 Fuel Transfer Operation Complete. Smoking lamp lit. 1545 As Watch ends, the vessel is in moderate seas with a strong NNW'ly breeze under cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 28, 2018 16:00

1600-2000 Vessel is underway as before steering course 195° PGC, 200° PSC in hand steering on starboard steering unit with BME at 64%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1554 Monthly Steering Casualty Drill completed from 1030 to 1054 for 8x12 watch standers and from 1536 to 1554 for 12x16 and 16x20 watch standers IAW 33 CFR 164.25(d) and SMS Checklist 6.1-001-01-AO Test, Drill, Inspection, and Training Record. 13 personnel for 4.7 m/hrs. 1630 Watch Officer completed weekly Radar Performance Monitoring Test on 10cm, 3cm Mast, and 3cm Forward Radars. 1654 (b)(3); (b)(6) at conn for supper relief. 1706 C/C to 180° PGC, 185° PSC to adjust for leeway. 1715 (b)(3); (b)(6) at conn. 1751 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1830 Watch Officer completed training on (b)(7)(F). 4 personnel for 0.4 man hours. 1834 AIS set to receive only mode. 1915 C/C to 212° PGC, 215° PSC as per charted track line. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a rough sea with a strong N'ly breeze under overcast skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 28, 2018 20:00

2000-2400 Vessel is underway as before steering course 213° PGC, 216° PSC in hand steering on STBD steering unit with BME at 64%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2100 Course Changed to 210 from 205 degrees. 2130 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2230 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2300 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in rough seas with Partly cloudy sky, and decent visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 28, 2018 23:45

Approved on Friday, January 04, 2019 16:03 by Riley, William D.**Reviewed on Wednesday, January 02, 2019 06:49 by (b)(3); (b)(6)**

Reviewed By

Date

Approved By

Date

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Report Date: Saturday, February 08, 2020 23:12

Saturday, December 29, 2018

0000-0400 Vessel underway in the Philippine Sea on voyage 24-18. Steering 229 PGC, 231 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 62% in Mode 2, PTO #2 with SSDG #1 online and #3 on standby. Vessel observing ZD -9(I). Captain William D. Riley in command of 19 CIVMAR Officers, 59 CIVMARs, and 6 Cadets for a total of 86 souls onboard. On Watch: (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3), (b)(6). 0000 W/O conducted SAT daily test and utilized NVG's. 0100 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0130 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0200 Ship's Clocks Retarded 1 hour to reflect ZD -8(H). 0205 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0320 (b)(3), (b)(6) completed rounds of the vessel, all in good order. 0325 As the Watch ends the vessel is in rough seas with a strong N'ly breeze under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 29, 2018 04:00

0400-0800 Vessel is underway as before steering course 230° PGC, 232° PSC in hand steering on starboard steering unit with BME at 62%. On watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3), (b)(6) completed a round of the vessel; all in good order. 0623 Sunrise. 0625 (b)(3), (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a rough sea with a strong N'ly breeze under overcast skies with good visibility. 0745 Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 29, 2018 08:00

0800-1200 Vessel is underway as before steering course 230° PGC, 232° PSC in hand steering on Port steering unit with BME at 62%. On watch: (b)(3), (b)(6) under direction of Chief Mate with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. Course Changed to 189 from 180 degrees. 0930 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 1020 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 1100 (b)(3), (b)(6) completed round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in calm seas with a gentle NE Wind gust up to 25kts, cloudy sky, and decent visibility. Watch Officer properly relieved by (b)(3), (b)(6).

(b)(3), (b)(6)

December 29, 2018 12:00

1200-1600 Vessel is underway as before steering course 229° PGC, 230° PSC in Auto Pilot on starboard steering unit with 62% on BME's. On Watch (b)(3), (b)(6) with (b)(3), (b)(6), (b)(3), (b)(6), and (b)(3), (b)(6) rotating between helm, lookout, and roving patrol. 1156 C/C 226 PGC, 229 PSC. 1200 SAT Test of the Ships whistle and General Alarm. SWTD closed from Bridge. 1505 C/C 228 PGC, 229 PSC. 1538 AIS set to Transmit/ Receive Mode. 1545 As Watch ends, the vessel is in rough seas with a strong NNE'ly breeze

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under cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 29, 2018 16:00

1600-2000 Vessel is underway as before steering course 228° PGC, 229° PSC in auto-pilot on starboard steering unit with BME at 62%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1654 (b)(3); (b)(6) at conn for supper relief. 1713 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1721 (b)(3); (b)(6) at conn. 1830 Watch Officer completed training on (b)(7)(F). 4 personnel for 0.4 man hours. 1812 Shift from auto-pilot to hand steering. C/C to 216° PGC, 217° PSC to adjust for leeway. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a rough sea with a strong NNE'ly breeze under overcast skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 29, 2018 20:00

2000-2400 Vessel is underway as before steering course 228° PGC, 229° PSC in hand steering on STBD steering unit with BME at 64%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2100 Course Changed to 210 from 205 degrees. 2130 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2230 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. had opportunity to confirm and express intention while navigating tonight. Heavy traffic coming around LUZON Point. Also had an overtaking situation develop achieved with 1 mile cpa as stated in Night Orders as per Master. 2300 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2345 As the watch ends, the vessel is in rough seas with Partly cloudy sky, and decent visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 29, 2018 23:45

Approved on Friday, January 04, 2019 16:03 by Riley, William D.

Reviewed on Wednesday, January 02, 2019 06:49 by (b)(3); (b)(6)

Reviewed By

Date

Approved By

Date

Sunday, December 30, 2018

0000-0400 Vessel underway in the South China Sea on voyage 24-18. Steering 206 PGC, 208 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 55% in Mode 2, PTO #2 with SSDG #1 online and #3 on standby. Vessel observing ZD -8(H). Captain William D. Riley in command of 19 CIVMAR Officers, 59 CIVMARs, and 6 Cadets for a total of 86 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 2345 I/S 60%. 2358 C/C 202 PGC, 204 PSC. 0000 W/O conducted SAT daily test and utilized NVG's. 0040 AIS switched to Receive Mode only. 0100 W/O completed SAT Daily Test of GMDSS System IAW 47 CFR 80.11. 0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0115 C/C 197 PGC, 199 PSC. 0118 I/S 62%. 0205 I/S 63%. 0220 C/C 195 PGC, 197 PSC. 022 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0230 C/C 198 PGC, 200 PSC. 0242 I/S 64%. 0320 D/S 62%. 0329 D/S 60%. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0325 As the Watch ends the vessel is in rough seas with near gale ENE'ly winds under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 30, 2018 04:00

0400-0800 Vessel is underway as before steering course 198° PGC, 200° PSC in hand steering on starboard steering unit with BME at 60%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0505 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0629 Sunrise. 0630 I/S to 65% BME. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a rough sea with a strong NE'ly breeze under overcast skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 30, 2018 08:00

0800-1200 Vessel is underway as before steering course 231 PGC, 233° PSC in hand steering on STBD steering unit with BME at 62%. On watch (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0815 AB (b)(6) is Helm. 0908 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 0930 vessel is placed in auto Pilot, as per Master to improve efficiency of voyage. 1000 (b)(3); (b)(6) is on lookout. (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in rough seas with Partly cloudy sky, and decent visibility. Watch Officer properly relieved by (b)(3); (b)(6).

10:22 Position 22°49.1'N 123°38.9'E .GPS. (b)(3); (b)(6)

(b)(3); (b)(6)

December 30, 2018 11:30

0800-1200 Vessel is underway as before steering course 200° PGC, 204° PSC in hand steering on Port

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steering unit with BME at 62%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Course Changed to 189 from 200 degrees for. 0930 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1020 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1045 MASTER took helm. 1100 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 1145 As the watch ends, the vessel is in rough seas with heavy traffic high winds, cloudy sky, and 5 mile visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 30, 2018 12:00

1200-1600 Vessel is underway as before steering course 190° PGC, 194° PSC in hand on starboard steering unit with 64% on BME's. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1200 SAT Test of the Ships whistle and General Alarm. SWTD closed from Bridge. 1255 C/C 195 PGC, 197 PSC. 1420 D/S 60%. 1421 C/C 185 PGC, 189 PSC. 1514 C/C 175 PGC, 179 PSC. 1535 Conducted monthly Staff and Safety Council Meeting with Department Heads and required personnel from 1515-1535. 8 personnel present for 2.7 M/Hrs. 1545 As Watch ends, the vessel is in rough seas with a strong NNE'ly breeze under cloudy skies, and good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 30, 2018 16:00

1600-2000 Vessel is underway as before steering course 175° PGC, 179° PSC in hand steering on starboard steering unit with BME at 60%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 1615 (b)(3); (b)(6) conducted a Pre-Arrival Navigation Brief from 1600 to 1615 IAW SMS Checklist 7.2-002-01-AO T-AO Arrival Checklist and SMS Checklist 7.2-003-01-ALL Navigation Brief Checklist. 11 personnel for 2.8 man hours. Computed arrival drafts IAW 33 CFR 164.25: FWD 31'04" MID 33'02" AFT 35'02". Computed maximum draft IAW 46 CFR 35.20-5: 35'02" (b)(3); (b)(6) Computed Under Keel Clearance (UKC) IAW 33 CFR 157.455: 5'02". 1645 R/S to 57% BME. 1654 (b)(3); (b)(6) at conn for supper relief. 1724 (b)(3); (b)(6) at conn. 1735 Sunset. Set condition cruising main deck and below. Sliding Watertight Doors closed. Navigation lights burning bright. 1742 C/C to 228° PGC, 232° PSC as per charted track line. 1824 I/S to 62% BME. 1830 Watch Officer completed training on (b)(7)(F) (b)(7)(F) 4 personnel for 0.4 man hours. 1942 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is in a moderate sea with a gentle NE'ly breeze under overcast skies with good visibility. 1945 Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 30, 2018 20:00

2000-2400 Vessel is underway as before steering course 178° PGC, 181 PSC in hand steering on STBD steering unit with BME at 62%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 2100 Course Changed to 163 from 210 degrees. 2130 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. 2230 (b)(3); (b)(6) completed round about the vessel. All in apparent good order. CONDUCTED SAFETY TRAINING WITH (b)(7)(F) 4 PERSONS for 0.4 MAN HOURS. 2300 (b)(3); (b)(6) completed round about the vessel. All

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in apparent good order. 2345 As the watch ends, the vessel is in rough seas with Partly cloudy sky, and decent visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 30, 2018 23:45

Approved on Friday, January 04, 2019 16:03 by Riley, William D.**Reviewed on Friday, January 04, 2019 08:34 by (b)(3); (b)(6)**

Reviewed By

Date

Approved By

Date

Monday, December 31, 2018

0000-0400 Vessel underway in the South China Sea on voyage 24-18. Steering 166 PGC, 171 PSC in hand with the starboard steering unit engaged. Online: Both Main Engines at 61% in Mode 2, PTO #2 with SSDG #1 online and #3 on standby. Vessel observing ZD -8(H). Captain William D. Riley in command of 19 CIVMAR Officers, 59 CIVMARs, and 6 Cadets for a total of 86 souls onboard. On Watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6), and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. Roving patrol making frequent and thorough rounds of vessel to include: Bridge, Master Office, Pursers Office, Radio Room, Ships Store, Hospital, Armory, Mess Decks, Aft Steering, Motor Rooms, Pump Rooms, Berthing Areas, Laundries, Storage Areas, Holds and Weather Decks. Navigation lights on & bright. Masters standing and night orders observed. Duty Engineer is (b)(3); (b)(6). 0000 W/O conducted SAT daily test and (b)(7)(F). 0001 AIS placed in Transmit/ Receive Mode. 0002 D/S 56%. 0023 C/C 163 PGC, 169 PSC.

0105 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0122 C/C 170 PGC, 175 PSC. 0137 D/S 52%. 0140 C/C 173 PGC, 178 PSC. 0140 W/O completed SAT Pre-Arrival Test of GMDSS System IAW 47 CFR 80.1105(i)(2). 0219 C/C 171 PGC, 176 PSC. 0225 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0235 W/O completed SAT Internal Communications test IAW 33 CFR 164.25 and IAW SMS Checklist 7.2-001-01-AO (T-AO Arrival Checklist). 0327 D/S 51%. 0330 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 0345 As the Watch ends the vessel is in slight seas with gentle WSW'ly breeze under cloudy skies with good visibility. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 31, 2018 04:00

0400-0800 Vessel is underway as before steering course 171° PGC, 176° PSC in hand steering on starboard steering unit with BME at 61%. On watch: (b)(3); (b)(6) with (b)(3); (b)(6), (b)(3); (b)(6) and (b)(3); (b)(6) rotating between helm, lookout, and roving patrol. 0454 R/S to 47% BME. 0505 A/B Sidwell completed a round of the vessel; all in good order. 0606 Confirmed ETA 0800 pilot station and Alava Berth 4, 5, and 6 with Subic Port Control on VHF 12. 0612 Captain on bridge. 0623 Sunrise. 0625 (b)(3); (b)(6) completed a round of the vessel; all in good order. 0628 Completed a satisfactory test of engines ahead and astern IAW 33 CFR 164.25. 0630 Completed a satisfactory test of Emergency Diesel Generator (EDG) from 0615-0630 IAW 33 CFR 164.25. 0633 Completed a satisfactory test of Engine Order Telegraph (EOT) IAW 33 CFR 164.25. 0635 Captain at conn. 0648 Completed a satisfactory test of steering gear in all modes IAW 33 CFR 164.25. 0700 Set Sea, Anchor, and Maneuvering Detail. 0704 Sea, Anchor, and Maneuvering Detail manned and ready. Both anchors ready for letting go. 0708 Port side tank deck pilot ladder rigged; (b)(3); (b)(6) inspected. 0742 Master at conn in pilotage waters. Grande Island abeam to starboard (b)(3); (b)(6). As the watch ends the vessel is in a smooth sea with a moderate ENE'ly breeze under overcast skies with good visibility. 0745 Watch Officer properly relieved by (b)(3); (b)(6).

Late Entry for 30 December 2018 1515-1540 Capt reports conducted the Masters Monthly Staff and Safety Council Meeting with the Shipboard Management Team. Topics of discussion included: Review of Departmental Safety Meetings, Zone Inspections, MSC SOS Bulletin, CHEVRON Safety Magazine, Near-Miss and injury related / CA-1's. There was No lost time injuries during the month of Dec 2018. In addition SMT discussed the Ships Schedule, CIVMAR Physicals and MSC's Pilot Program and how they apply directly to in port time in order to accomplish. SMT discussed results of the SMS Internal Audit and any outstanding 835's. There were 10 persons present for 4.16 Man/Hrs (b)(3); (b)(6).

(b)(3); (b)(6)

December 31, 2018 08:00

Monday, December 31, 2018

0800 -1200 Vessel is underway as before steering course 198° PGC, 200° PSC in hand steering on starboard steering unit with BME at 60%. On watch: (b)(3); (b)(6), (b)(3); (b)(6) is on HELM, (b)(3); (b)(6) is in Aft Steering. 0800 Deck Department Fore and Aft. 0850 Tug SEHANA alongside to port for pilot embarkation. 0851 Pilot (b)(3); (b)(6) aboard via port side tank deck pilot ladder. Tug away and clear to port. 0854 Master Pilot Information Exchange completed IAW 33 CFR 157.455(b), Pilot on bridge. 0901 Tug SEHANA made fast with one tug's line to port bow. 0903 Tug TIRA PASS made fast with one tug's line to port quarter. 0933 Vessel commenced turn to port for starboard landing at Alava Wharf Berths 4, 5, and 6. 0957 Starboard side hydraulic sideport doors opened. 1000 Arrival taken for Voyage 24-18 in position L 14° 48.8'N, LON 120° 17.0'E with Container Wharf bearing 246.0° at 1.274 nm. 1001 SME declutched. 1006 First Line. 1010 Finished With Wheel (FWW). Finished With Engines (FWE). Secured Sea, Anchor, and Maneuvering Details. 1015 AIS set to receive only. 1016 Captain below. 1024 Vessel securely moored starboard side to Alava Wharf Berths 4, 5, and 6 with 2 head lines, 2 breast lines, and 2 spring lines forward; 2 spring lines, 2 breast lines, and 2 stern lines aft. 1026 Aft tug cast off and away. 1027 Forward tug cast off and away. 1030 Pilot away to Tug SEHANA via port side tank deck pilot ladder. 1036 In Port Time commenced. Brow securely in place at starboard sideport. 1100 In Port Watches commenced. As the watch ends the vessel is in a smooth sea with a moderate ENE'ly breeze under overcast skies with good visibility. 1100 Properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 31, 2018 11:00

1100-1600 Vessel securely moored as before. On Watch (b)(3); (b)(6) with (b)(3); (b)(6) and (b)(3); (b)(6) rotating as gangway and roving security (b)(7)(F). (b)(3); (b)(6) 1044 (b)(3); (b)(6) returned from ship's leave. 1045 (b)(3); (b)(6) reported aboard for duty. 1100 Arrival drafts observed and logged. 1104 (b)(3); (b)(6) returned from ship's leave. 1106 Boom spotted. 1112 First lift stores, onload. 1123 First lift Cargo, onload. 1216 Last lift Cargo, onload. 1218 First lift GSK onload. 1241 Last lift GSK. 1245 First lift Cargo and ship trash offload. 1256 (b)(3); (b)(6), (b)(3); (b)(6) returned from ship's leave. 1300 Commenced Hot Work on Station 4 railing IAW SMS Checklist 2.1-010-01-ALL. 1306 Last lift cargo and ship trash offload. Total: 14.3m³. 1332 Cargo mail offload. 1340 Secured from Crane Operations. 1400 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 1519 Shifting Board has been set to read as follows: The ship shifts Tomorrow 01 January 2019. Liberty expires for all required personnel Tomorrow 01 January 2019. 1521 Sailing Board has been set to read as follows: The ship sails Wednesday 02 January 2019 at 1500. Liberty expires for all licensed and unlicensed personnel Wednesday 02 January 2019 at 1400. Sea watches commence Wednesday 02 January 2019 at 0001. 1530 (b)(3); (b)(6) completed rounds of the vessel, all in good order. 1545 As the Watch ends, the vessel is securely moored as before under partly cloudy skies with a light SW'ly breeze. Watch Officer properly relieved by (b)(3); (b)(6).

(b)(3); (b)(6)

December 31, 2018 16:00

1600 to 2400000 (b)(3); (b)(6) (b)(3); (b)(6) (b)(3); (b)(6) Vessel is Moored in Port Subic Bay. Vessel securely moored. On Watch: (b)(3); (b)(6), (b)(3); (b)(6) and (b)(3); (b)(6) rotating between gangway and roving security.

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Report Date: Saturday, February 08, 2020 23:12

Monday, December 31, 2018

(b)(7)(F)

. 1645 Conducted review of GangWay procedures in accordance with Master's Nightly Orders. Refreshed on 100% Baggage Inspections, 100% ID Check of all personnel boarding vessel. W/O completed rounds of the vessel, all in good order. 1700 Evening drafts observed and recorded. 1718 Sunset & colors observed. All deck, anchor, security, and aircraft warning lights energized. 1915 MOW demonstrated a Security Presence, and inspected compartments of vessel, all are in good order. (b)(7)(F) (b)(7)(F) 1945 MOW completed rounds of the vessel, all in good order. 2000 Vessel is securely moored as before under clear skies with light North Easterly Breeze 5 to 10Kts.

(b)(3); (b)(6)

December 31, 2018 20:00

2000-2400 Vessel securely moored as before; watch as before. 2030 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. (b)(7)(F) (b)(7)(F) 2145 (b)(3); (b)(6) completed a round of the vessel; all in good order. 2230 Watch Officer completed a round of the vessel including pump room, motor rooms, and engine room; all in good order. 2345 (b)(3); (b)(6) completed a round of the vessel; all in good order. As the watch ends the vessel is securely moored as before in calm harbor conditions under cloudy skies with a light ESE'ly air. 2345 Watch Officer properly relieved by (b)(3); (b)(6)

(b)(3); (b)(6)

December 31, 2018 23:59

2000 - 2400 Vessel is Moored to Pier in Subic Bay, PI . On Watch (b)(3); (b)(6) . (b)(3); (b)(6) and (b)(3); (b)(6) rotating between gangway and roving security. (b)(7)(F)

1645 Conducted review of GangWay procedures in accordance with Chief Mate's Nightly Orders. (b)(7)(F) (b)(7)(F) W/O completed rounds of the vessel, all in good order (b)(3); (b)(6)

(b)(3); (b)(6)

December 31, 2018 23:59

Approved on Saturday, January 05, 2019 19:18 by Riley, William D.
Reviewed on Saturday, January 05, 2019 18:50 by (b)(3); (b)(6)

Reviewed By

Date

Approved By

Date